OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

249

AGENCY
NAME: ODot Support Services

SERIES TITLE:
Contracts

FIRST RECORD
ON REEL:
Contract # 9791

REDUCTION
RATIO: 21X

1984 Nyberg Rd. Interch. 9791
(Southbound Offramp) Sec.,
Pac. Hwy. (gr,pav,sign,sig,lands)

9791

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 3	**COUNTY** Washington	**DIVISION** Oregon
DATE OF REPORT 10/24/86	**REPORT MADE BY** 10-24-86 T. P. Lowe, Area Engineer T P Lowe		**PROJECT NO.** IR-5-5(86)289
COMPLETION DATE (Actual) 11/16/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 1/31/86	**TIME ELAPSED** 93 %	**CONTRACT TIME** 200 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NYBERG ROAD INTERCHANGE (SOUTHBOUND OFF RAMP)
PACIFIC HIGHWAY
Grading, Paving, Signing, Signals & Landscaping

This project provided for the widening of the southbound off-ramp from I-5 to allow 2 right turn movements onto Nyberg Road.

The aspahltic concrete used on this project was accepted under the State's commerical mix specification.

The final cost of $150,000 underran the authorization by six percent.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

cy
10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE T P Lowe		**SIGNATURE** G. K. Hossner	
TITLE Area Engineer	**DATE** 10/27/86	**TITLE** District Engineer A	**DATE** 10/27/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9791

May 21, 1986

CON 5 - #9791

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On February 7, 1986, we wrote to you concerning release of final payment on Contract No. 9791 awarded to Oregon Asphaltic Paving Co. for work on the Nyberg Road Interchange Southbound Off-ramp Section of the Pacific Highway in Washington County.

Final payment on this contract is $2,500.00 and the total contract amount is $115,599.16 including $3,026.84 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 6537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9791

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9791

TO: Robert Gormsen
Manager, Commission Services

DATE: January 31, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.~~L.S.~~
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9791, On Site Work Substantially Completed November 16, 1984

All Work Completed October 31, 1985 (End of Establishment Period)

Project Nyberg Rd. Intch. (S. Bd. Off-Ramp)

Highway Pacific

County Washington

Type of Work Grading, Paving, Signing, Signals & Landscaping

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-7-86 - Surety letter written.

noted

February report

RECEIVED
JAN 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9791

*** FINAL REPORT *** N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nyberg Rd. Intchge. (Southbound off Ramp)

WEEK ENDING: November 1, 1985

SECTION PREFIX: 634-1002

HIGHWAY: Pacific

COUNTY: Washington

NAME OF JOB: Nyberg Rd. Int. (S.B. Off Ramp)

KIND OF WORK: Grading, Paving, Signing, Signals & Landscaping

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 9791

FEDERAL AID PROJECT NUMBER: IR-5-5(86)289

DATE OF CONTRACT: May 4, 1984

DATE WORK STARTED: June 7, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED:

CALENDAR DAYS USED: 185

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $ 158,538.73

EXCLUSIVE OF ENGINEERING: $ 134,538.73

ENGINEERING AUTHORIZATION: $ 24,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 116,976.84

ENGINEERING COST TO DATE: $ 32,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 13.1 %

PERCENT OF AUTHORIZATION . . . . . 136 %

DATE PROJECT WAS COMPLETED: November 16, 1984 *

* Except for Establishment Signals Landscaping

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	100	100	100	100	N/A	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.23	.23			.23
MILES PARTIALLY COMPLETED	.23	.23			.23
MILES COMPLETED	.23	.23			.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,820 CY	1,060 Ton			525 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,837 CY	968 Ton			546 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,837 CY	968 Ton			546 Ton
AVERAGE DAILY QUANTITIES (This Week)	0 CY	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Oct.-Nov.		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Showers	185		
MONDAY	28	Showers	185		
TUESDAY	29	Cloudy	185		
WEDNESDAY	30	Showers	185		
THURSDAY	31	Showers	185		
FRIDAY	1	Showers	185		
SATURDAY	26	Showers	185		

CE F CAE .... RECEIVED LS ..... TC .....
COE .... OM ....
SA ..... CC .....
OE .... NOV 4 1985 FE ..... CP .....
CA .... PQC ....
CAM CONSTRUCTION QCS ....
EEO .... SECTION FILE ....

CONTRACT NO.: 9791 ATE: November 1, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity.
28 MONDAY	No activity.
29 TUESDAY	No activity.
30 WEDNESDAY	No activity.
31 THURSDAY	No activity.
1 FRIDAY	No activity.
26 SATURDAY	No activity.

REMARKS

STATUS TO DATE: Except for the Establishment Period, the project was completed on November 16, 1985. The Semi-Final Estimate was submitted on May 24, 1985. The Establishment Period was satisfactorily completed on October 31, 1985.

The Third Notification was submitted effective October 31, 1985.

This will be the FINAL WEEKLY REPORT submitted for this project.

**** FINAL REPORT ****

SIGNED LOCATION Portland

Howard R. Harris, Project Manager

DATE: November 1, 1985

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9791

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

In Reply Refer to
File No.:

CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nyberg Rd. Intch. (Southbound Off-Ramp) Section
Pacific Highway, Washington County
Contract No. 9791

This federal aid project is approximately 80 percent finished with completion anticipated in December, 1984. It now appears that the final cost will exceed the project authorization by $26,200 or 20 percent.

In construction of the project, two junction boxes in the existing roadway illumination network were found to be in conflict. One was located within the roadway widening area and the other would have been covered by some six feet of embankment. Adjustment of these facilities to comply with code added more than $6,700 to the cost of the project.

Constructed as designed, the intersection is not functioning as intended. Trucks are hitting and running over the curb in executing the right-turn movement. Adjustment of the island and paving to provide an improved turning radius is expected to add approximately $7,000 to the cost of the project.

Provision of added drainage facilities to cope with a spring encountered in the roadbed area will add approximately $2,800 to the cost, and increased construction engineering will be required in order to properly inspect, monitor and document the added items of work.

There are sufficient funds available in the category of work and all the increase, except $3,820, is eligible for federal participation.

I recommend that the authorization be increased by $26,200.00 to a new total of $158,538.73. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Nyberg Rd. Intch. (Southbound Off-Ramp) Section
Pacific Highway, Washington County
Contract No. 9791

This federal aid project is approximately 80 percent finished with completion anticipated in December, 1984. It now appears that the final cost will exceed the project authorization by $26,200 or 20 percent.

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Provision of added drainage facilities to cope with a spring encountered in the roadbed area will add approximately $2,800 to the cost, and increased construction engineering will be required in order to properly inspect, monitor and document the added items of work.

There are sufficient funds available in the category of work and all the increase, except $3,820, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $26,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

NOTED
W. E. SCHWARTZ

Attach.

cc: E. L. Hardt
B. M. Walton
H. R. Harris
W. F. Cobine

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

9791

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-112	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	11-1-84	County WASHINGTON
MODIFICATION NUMBER 2		Project Number IR-5-5(86)289

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 143,529	$ 146,089
Federal funds	$ 132,362	$ 134,723
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

GEIC FILE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1984

FEDERAL AID PROJECT NO. IR-5-5(86)289

NYBERG ROAD INTERCHANGE (SB OFF-RAMP)
PACIFIC HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ADWAY (Sta. "L" 94+70 to Sta. "L" 97+5)
(Sta. "CN" 232+50 to Sta. "CN" 240+60)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	173	$ 1,211.00	188.6	$ 1,320.20
Class "C" Asphalt Concrete	28.90	525	15,172.50	550	15,895.00
15-inch Storm Sewer Pipe	50.00	10	500.00	11	550.00
Drain Spring (FA #2)	--	--	1,500.00	--	2,844.59
SUBTOTALS			$18,383.50		$ 20,609.79

Increase	$ 2,226.29
SUBTOTAL from Estimate of September 19, 1984	94,888.00
SUBTOTAL	$ 97,114.29
Engineering	14,566.71
TOTAL	$ 111,681.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)(Sta. 241+17)

Subtotal from Estimate of May 14, 1984	$ 29,920.00
Engineering	4,488.00
TOTAL	$ 34,408.00

Length of Project ------------------ 0.00 mi.

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	TUALATIN CITY FUNDS
Roadway Work	$111,681.00	$102,992.00	$ 8,689.00
Signal	34,408.00	31,731.00	2,677.00
TOTAL	$146,089.00	$134,723.00	$11,366.00 *

* Not to exceed $21,000.00

Group 1: 100%
Contract No. 9791
Prefix: 634-1954
Prefix: 634-1002

WH:pf

9791

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-173 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-25-84	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number IR-5-5(86)289

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 132,339	$ 143,529
Federal funds	$ 122,043	$ 132,362
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 19, 1984

FEDERAL AID PROJECT NO. IR-5-5(86)289

NYBERG ROAD INTERCHANGE (SB OFF-RAMP)
PACIFIC HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. "L" 94+70 to STA. "L" 97+55) (STA. "CN" 232+50 to STA. "CN" 240+60)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Adjust Junction Boxes (PA #1)	$ 6,710.00	---	$ ---	All Required	$ 6,710.00
Drain Spring (FA #2)	---	---	---	---	1,500.00

Subtotal	$ 8,210.00	
Increase		$ 8,210.00
Subtotal from Estimate of May 14, 1984		86,678.00
Subtotal		$ 94,888.00
Engineering		14,233.00
Total		$109,121.00

Type Code Y031
Traffic Signal (1 LOCATION)(STA. 241+17)

Subtotal from Estimate of May 14, 1984	$ 29,920.00
Engineering	4,488.00
Total	$ 34,408.00
Length of Project	0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	Tualatin City Funds
Roadway Work	$ 109,121.00	$ 100,631.00	$ 8,490.00
Signal	34,408.00	31,731.00	2,677.00
Total	$ 143,529.00	$ 132,362.00	$ 11,167.00*

*Not to exceed $21,000.00

Group 1	100%
Contract No.	9791
Prefix:	634-1954
Prefix:	634-1002

WH:bkb

9791

STATE COPY MB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-135

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3-21-84

State: OREGON
County: WASHINGTON
Project No.: IR-5-5(86)289

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Bound Off-ramp of Nyberg Road Interchange on Interstate 5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-21-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 132,339	$ 122,043

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne [illegible]
Manager, Program Section
(Title)
~~By~~ FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 1[illegible] 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 14, 1984

FEDERAL AID PROJECT NO. IR-5-5(86)289

NYBERG ROAD INTERCHANGE (S. BD. OFF RAMP)
PACIFIC HIGHWAY
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. "L" 94+70 to Sta. "L" 97+55)(Sta. "CN" 232+50 to Sta. "CN" 240+60)

Mobilization		All Required		$ 2,500.00
Temporary Protection and Direction of Traffic		All Required		600.00
Temporary Signs	173	Sq. Ft.	7.00	1,211.00
Temporary Barricades	3	Each	100.00	300.00
Temporary Plastic Safety Markers	17	Each	40.00	680.00
Flaggers	350	Hour	19.00	6,650.00
Removal of Structures and Obstructions		All Required		300.00
General Excavation	1,820	Cu. Yd.	7.00	12,740.00
Finishing Roadbed and Slopes		All Required		1,000.00
Furnishing and Placing Topsoil	300	Cu. Yd.	9.50	2,850.00
Aggregate Shoulders	350	Ton	8.75	3,062.50
Cement Treated Base	710	Ton	16.80	11,928.00
Class "C" Asphalt Concrete	525	Ton	28.90	15,172.50
15-inch Storm Sewer Pipe	10	Lin. Ft.	50.00	500.00
Concrete Manholes	1	Each	1,600.00	1,600.00
Concrete Inlets, Type CG-2	1	Each	420.00	420.00
Concrete Inlets, Type G-2MA	1	Each	620.00	620.00
Type CL-6 Fence	55	Lin. Ft.	15.00	825.00
Concrete Walks	50	Sq. Yd.	15.00	750.00
Concrete Curbs	300	Lin. Ft.	7.00	2,100.00
Delineators, Type 2	10	Each	19.00	190.00
Wood Sign Posts		All Required		500.00
Sign Support Footing		All Required		1,000.00
Single Post Slip Base Sign Supports		All Required		1,300.00
Single Post Breakaway Sign Supports		All Required		450.00
Move and Reinstall Existing Signs		All Required		1,000.00
Furnishing and Planting Shrubs	745	Each	9.00	6,705.00
Transplanting Trees	4	Each	26.00	104.00
Bark Mulch	18	Unit	140.00	2,520.00
Adjusting Irrigation System		All Required		2,900.00
				$ 82,478.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,800.00
Temporary Pavement Striping	All Required	900.00
Roadside Seeding and Mulching	All Required	500.00
		$ 4,200.00
	SUBTOTAL	$ 86,678.00
	Engineering	11,702.00
	TOTAL	$ 98,380.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)(Sta. 241+17)

Traffic Signal Installation, Complete	All Required	$ 29,300.00
Fire Pre-emption System, Complete	All Required	620.00
	SUBTOTAL	$ 29,920.00
	Engineering	4,039.00
	TOTAL	$ 33,959.00

Length of Project --------------- 0.00 mi.

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	TUALATIN CITY FUNDS
Roadway Work	$ 98,380	$ 90,726	$ 7,654
Signal	33,959	31,317	2,642
TOTAL	$132,339	$122,043	$10,296 *

* Not to exceed $21,000.00

Group 1: 100%
Contract No. 9791
Prefix: 634-1954
Prefix: 634-1002

DAR:pf

9791

June 13, 1984

Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, OR 97233

CON 5
#9791

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9791 for work on the Nyberg Road Interchange (Southbound Off-ramp) Section of the Pacific Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Howard Harris
L. E. George
Merle Anderson

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

April 17, 1984

Mr. Robert Gormsen
Office of Commission Services
Room 121, State Transportation Bldg
Salem, Oregon 97310

Subject: Minority Business Enterprise (MBE) Goals
Women Business Enterprise (WBE) Goals
Grading, Paving, Signing, Signals and Landscaping #9791
Nyberg Rd. Interchange (S. Bd. Off-Ramp)

Dear Mr. Gormsen:

A notification, by phone, was received from your office that the above project will be awarded to our firm.

The following is a breakdown of the Minority and Female Business Enterprises that we intend using on this project:

Minority:

NTI Contractors Supply & Service Co., P.O. Box 8368, Portland, Oregon 97207 (phone 225-0403)

#6. Flagmen 350 Hours @ $10.82 3787.00

Gentry & Sanchez, 6135 S.E. 111th., Portland, Oregon 97266
(phone 761-4505)

#14. 15-inch Storm Sewer Pipe	10 L.F.	@ $44.10	$ 441.00
#15. Concrete Manholes	1 Each	@ $1545	$1545.00
MBE Total			$5773.00

$5773.00 divided by $112,398.00 equals 5.13 percent.

Female:

Fletcher Trucking Inc., 1123 N.E. 238th Ave., Troutdale, Ore.
(phone 661-6024)

#13. Class "C" Asphalt Concrete 525 Tons @ $2.20 1155.00

$1155.00 divided by 112,398.00 equals 1.02 percent.

This firm will also be hauling CTB on this project.

The assigned goals for this project were 4 percent and 1 percent respectively. We intend to use 5.13 and 1.02 percent which exceeds the minimum goals.

We hope this meets with your approval. If you have any questions, please call.

RECEIVED
APR 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

very truly yours,

OREGON ASPHALTIC PAVING CO.

Pete Peterson
Pete Peterson

cc - Kay Turner

9791

P

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: May 9, 1984

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 12, 1984 Bid Letting

Nyberg Rd. Int.
(2. Round
[illegible])

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 12, 1984 on the following projects:

1. Dagmar Road-Webster Road
   Jennings Avenue, Clatsop
   Grading and Paving.

   Twelve-foot travel lanes with four-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Sandy ECL-Alder Creek
   Mt. Hood Highway, Clackamas County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

3. Gold Beach-Sebestian Park Road
   Oregon Coast Highway, Curry County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

4. Arlington-Fossil
   John Day Highway, Gilliam and Wheeler Counties
   Paving (Overlay).

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Contains Recycled Materials

5. Wild Park Lane-Reeves Creek
   Redwood Highway, Josephine County
   Paving (Overlay).

   Same as No. 4.

6. Mazama Junction-Dixon Road
   Sun Mountain Highway, Klamath Conty
   Pacing (Overlay)

   Same as No. 4.

7. Ana Creek-Crane Creek
   Fremont Highway, Lake County
   Paving (Overlay).

   Same as No. 4.

8. Thompson Creek Culvert
   Mapleton-Junction City Highway, Lane County
   Grading, Paving and Culvert.

   Structure replacement. Grading and paving incidental to structure work. Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

9. Malheur Bridge
   Little Valley Road, Malheur County
   Grading, Surfacing and Structure.

   Twenty-eight-foot aggregate roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Pacific Highway West @ S.W. 30th Avenue (Portland)
    Pacific Highway West, Multnomah County
    Grading, Paving and Beacon.

    Left-turn lane construction. Pedestrians and bicycles may use the existing sidewalks on the project.

    Same as No. 1.

11. N. E. 50th Avenue-East Portland Freeway
Sandy Boulevard, Multnomah County
Paving (Overlay).

    Same as No. 4.

12. Hermiston Highway-Washington State Line
Columbia River Highway, Umatilla County
Paving and Guardrail.

    Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

13. Nyberg Road Interchange (Southbound Off Ramp)
Pacific Highway, Washington County
Grading, Paving, Signing and Signals.

    Sidewalks and sidewalk ramps to be constructed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9771

April 16, 1984

Michael A. McKillip
City Engineer
City of Tualatin
18880 S.W. Martinazzi Ave.
P.O. Box 369
Tualatin, OR 97062-0369

PRO

Dear Mr. McKillip:

On April 12, 1984 we received a satisfactory bid from Oregon Asphalt Paving Company, 4824 N.E. 42nd Avenue, Portland, Oregon for the Nyberg Road Interchange. (Southbound Off-Ramp).

The Preliminary Engineering and Construction-Finance Agreement No. 8019 requires the Tualatin Development Commission to deposit its share of the project costs at this time. The Commission share is computed as follows:

Contractor's Bid		$112,398.00
Anticipated Additional Items:		
Permanent Pav't. Striping	$2,800.00	
Temporary Pav't. Striping	900.00	
Roadside Seeding & Mulching	500.00	4,200.00
SUBTOTAL		$116,598.00
Contingencies (4-1/2%)		5,246.91
Engineering (9%)		10,493.82
TOTAL CONSTRUCTION COST		$132,338.73
PRELIMINARY ENGINEERING COST		23,500.00
TOTAL COST		$155,838.73
Less Federal Funds		143,683.30
COMMISSION SHARE		$ 12,155.42
Rounded		12,150.00

Please submit your $12,150, which should arrive not later than May 4, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:rw
Attachment

bcc: W/AD #84-29: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-29 when deposited.

9791

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Nyberg Interchange Section

PNRS #: OR840227-068-2 TULLATIN HWY WASHINGTON CO.

DATE: April 3, 1984

The State Clearinghouse has received additional comments from Department of Land Conservation and Development subsequent to our conclusion letter of March 27, 1984 please see copy (ies) attached for your attention.

PROGRAM SECTION: 4-10-84
cc: FHWA
State Highway Engr. ✓
Loc. Unit
Right-of-Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. M: E.L. Hardt
Dis. 2A: W.W. Geibel

Additional Clearinghouse comments:

(xx) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

NOTED
H.S. COULTE

RECEIVED
STATE HWY ENGR
APR 10 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

PNRS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

JS
Wrs

STATE CLEARINGHOUSE

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT

MAR 01 1984

SALEM

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 840227-068-2

Return Date: MAR 23 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

x - Assume the wetland impact is consistent with the City's wetland protection policies.

Agency: DLCD

By

PNRS #2

Phone Number 229-6068

7791

CITY OF TUALATIN
18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062-0369
(503)

From Metro Schulte
Date 3-21-84
To Cobine
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Prelim plans approved by Tualatin. Comments from Metro staff were submitted 3-5-84.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehner
FOR ______

March ~~15~~ 21, 1984

Wayne Schulte
Federal Aid Specialist
Department of Transportation
Highway Division
METRO Region
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: Preliminary Plans Review and Approval - Nyberg Road Interchange Southbound Off-Ramp

Dear Mr. Schulte:

The City of Tualatin has reviewed the preliminary plans you submitted to this office. I have included one set of the plans being returned to you.

The City of Tualatin approves these plans subject to the following changes:

1. The curb radius at the intersection of the southbound off-ramp and Nyberg Road shall be constructed in such a manner so that trucks using this interchange can turn from the right hand lane of the off-ramp to the right hand lane of S.W. Nyberg Road without going out of the two right hand lanes.

2. When striping this intersection, please stripe it so that the westbound traffic on Nyberg Road will be directed into the left hand lane west of the southbound on-ramp and then the right hand lane of the southbound off-ramp will be able to make a right turn after stopping into the right hand lane of S.W. Nyberg Road thus allowing more vehicles to make this turning movement.

3. There probably should be some dashed striping installed to show that when the southbound off-ramp receives a green light that both right turn lanes of the southbound off-ramp are directed into the appropriate lanes of S.W. Nyberg Road.

If you have any further questions about these plans, please contact me.

Sincerely,

Michael A. McKillip

Michael A. McKillip
City Engineer

3-23-84
cc: w/Plans to Road Design.
ea

mam/lls
enclosure

9791 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(86)289

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-21-84

4. PROGRAM NO.

5. ITEM NO. 40061

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Nyberg Road Interchange (South Bound Off Ramp) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, signs, signals and landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*)
Anticipated items as shown in your "PS&E" Estimate dated 3/16/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 3/19/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $130,290 - Federal Funds $120,152.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info | Immed | R/D | D/R | Sign | Act | File

Orig [illegible] 3/30

14. DATE 3/21/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Hathaway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9771 3-17-74

SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections ¢ Summary*
2A	*Stage Construction, Temporary Protection And Direction Of Traffic*
2B	*Pipe Data*
3	*Plan*
4	*Planting Plan*

INDEX OF SHEETS

DONALD R. ADAMS 4861 JULY 9, 1962

STATE OF ORE

DEPARTMENT OF TRA

STATE HIGHWAY

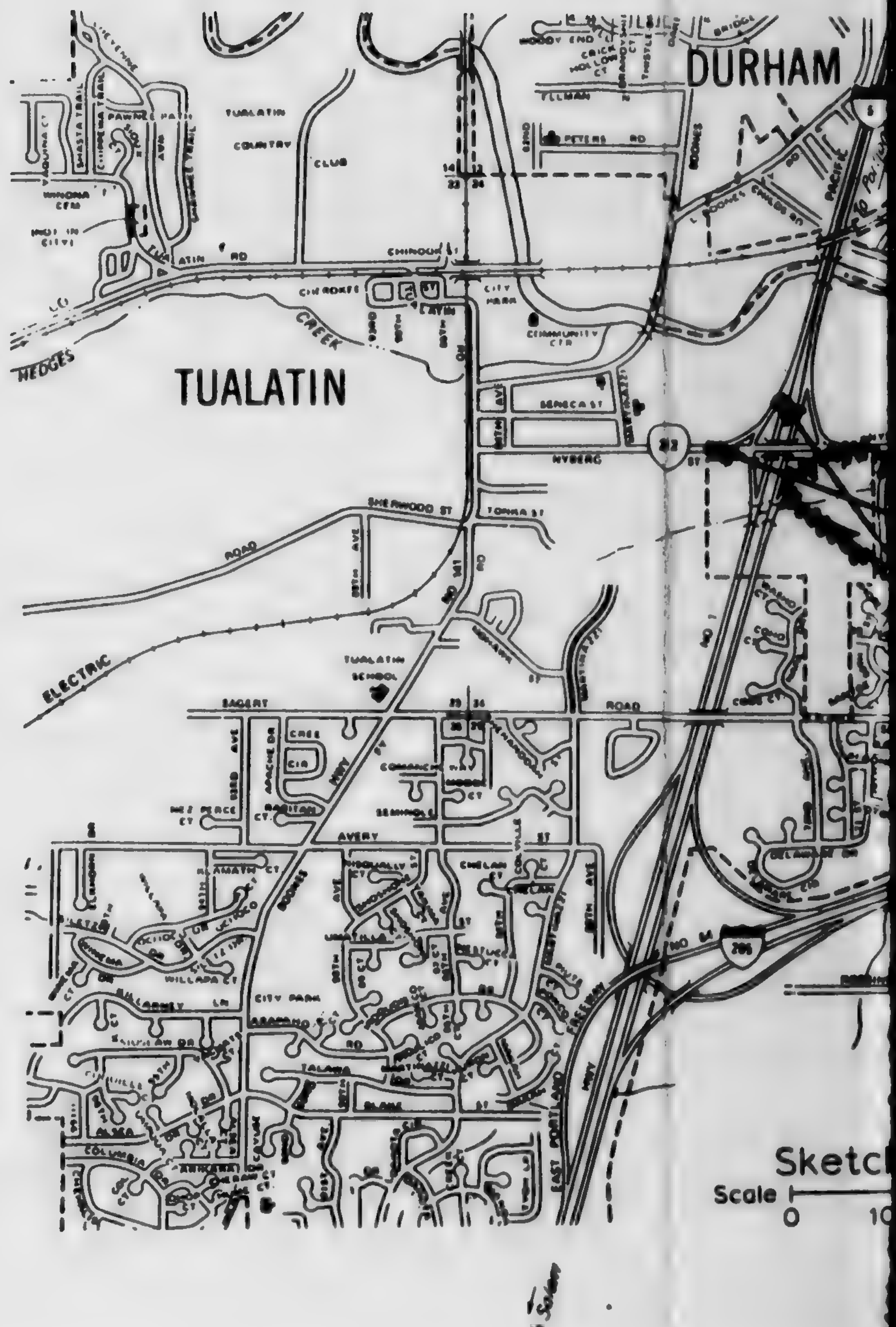
PLANS FOR PROPOSED

NYBERG RD. INTCHGE. (S.

PACIFIC HIGHW

WASHINGTON COU

PRELIMINARY COPY
SUBJECT TO CHANGE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TUALATIN COUNTRY CLUB
TUALATIN RD
CHINOOK
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CITY PARK
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CREEK
PETERS RD
SENECA ST
NYBERG
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SHERWOOD ST
TONKA ST
ROAD
ELECTRIC
TUALATIN SCHOOL
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FORM NO 734 1 [illegible]

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

GE. (S. BD. OFF-RAMP) SEC.

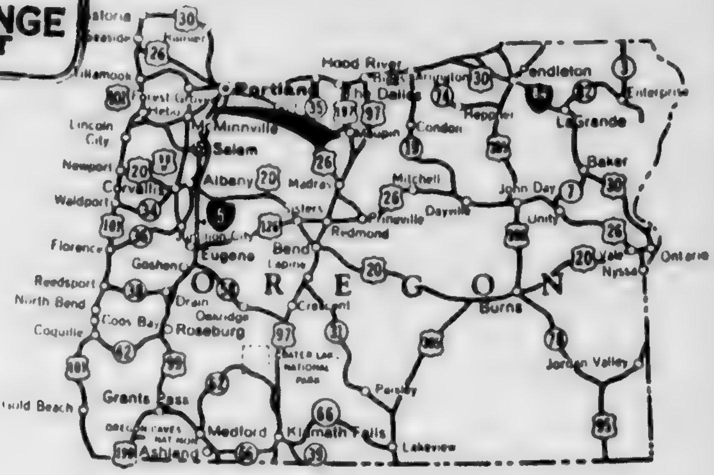
ACIFIC HIGHWAY

WASHINGTON COUNTY

NYBERG RD. INTCHGE. (S.BD. OFF-RAMP) SEC. PACIFIC HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FA1 - 4R

PRELIMINARY COPY
FEB 23 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT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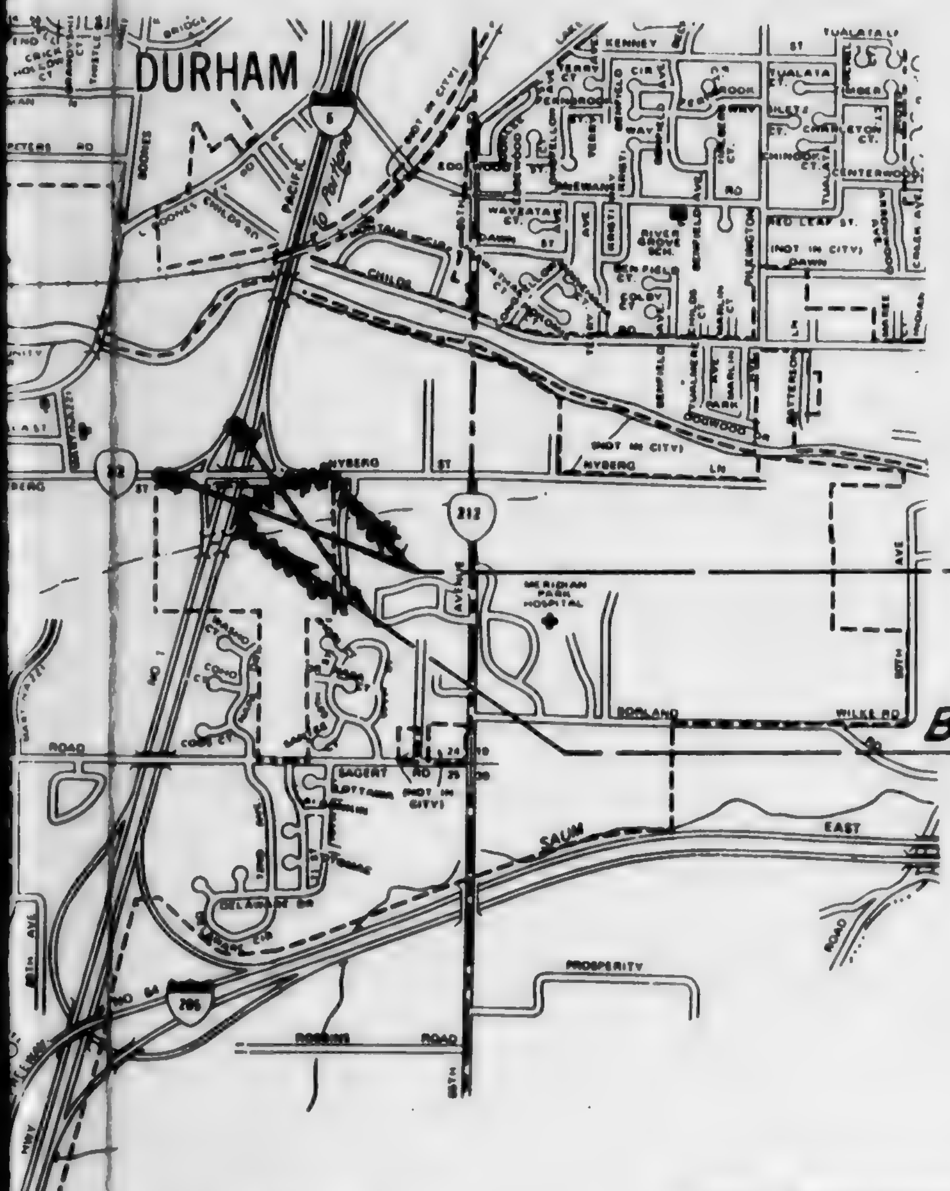
Salem
Albany
Corvallis
Eugene
Roseburg
Grants Pass
Medford
Ashland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Baker
Condon
Heppner
Madras
Mitchell
Prineville
Redmond
Bend
John Day
Burns
Ontario
Nyssa
Vale
Jordan Valley
Klamath Falls
Lakeview
O R E G O N

APPROVED AS NOTED
Michael J McKillip
see letter dated 3/15/84
For City of Tualatin
Date 3/19/84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PACIFIC
CHILDS
NYBERG
NYBERG ST
212
MERIDIAN PARK HOSPITAL
BORLAND
WILKES RD
SAUM
EAST
PROSPERITY
ROBBINS ROAD
205
T2S, R1E
N

END OF PROJECT
Sta. "L" 94+70

BEGINNING OF PROJECT
Sta. "CN" 232+50

Sketch Map
Scale 0 1000 1000 Feet

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSION
N. B Giustina	COMMISSION
Samuel T Naito	COMMISSION
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

/ Section *Nyberg Rd. Intchge. (S.Bd. Off-Ramp* Programming Estimate $

Highway *Pacific* Project Length *0.22 mile*

County *Washington* Completion Time *200 C.D.*

Kind of Work *Grading, Paving, Signing, Signals & Landscaping* Est. Comp. Date *11-29-84*

Prefix *634-1954* Letting Date *April 12, 1984* Project No. *IR-5-5(86)289*

RISSUED 3/15/84 @ 9:50 AM JG

Group 8 = 3%

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ * 108,530^{50}

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	2,800^{00}
Temporary Pavement Striping.	900^{00}
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	* 500^{00}
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	0
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
______	
______	
______	
______	
______	
Adjust Utilities:	
______	
______	

} $ * 4,200^{00}

Subtotal $ * 112,730^{50}

Contingencies (4-1/2%) . . . . * 5,072^{87}

Engineering (8, [✓ 9], 10%) . . . . * 10,145^{75}

Subtotal $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ * 127,949^{12}

APPROVED

______

Road Design Engineer

* R[illegible] 3-14-84

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Nyberg Rd. Intchge. (S. Bd. Off-Ramp)		COUNTY Washington		SHEET 1 OF 3
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 0.22 mi.	DATE 2-29-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 3-9-84					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~					
	BID LETTING ~~1-17-84~~					
	Mobilization		Lump Sum	All	Lump Sum	6,100^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,500^{00}
	Temporary Signs		Sq. Ft.	173	6^{00}	1,038^{00}
	Temporary Barricades		Each	3	70^{00}	210^{00}
	Temporary Plastic Safety Markers		Each	17	50^{00}	850^{00}
	Flaggers		Hour	350	17^{00}	5,950^{00}
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	2,500^{00}
	General Excavation		Cu. Yd.	1820 ~~2,830~~	5^{25}	9,555^{00}
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	2,650^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	300	15^{00}	4,500^{00}
	Aggregate Shoulders		Ton	350	9^{00}	[illegible]
	Cement Treated Base		Ton	710	[illegible]	11,537^{50}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Nyberg Rd. Intchge. (S. Bd. Off-Ramp)		COUNTY Washington	SHEET 2 OF 3
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 0.22 mi.	DATE 2-29-84
			NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	class "C" Asphalt Concrete		Ton	525	33.50	17,587.50
	15-inch Storm Sewer Pipe		Lin. Ft.	10	20.00	200.00
	Concrete Manholes		Each	1	1200.00	1,200.00
	Concrete Inlets, Type CG-2		Each	1	450.00	450.00
	Concrete Inlets, Type G-2MA		Each	1	525.00	525.00
	Type CL-6 Fence		Lin. Ft.	55	12.00	660.00
	Concrete Walks		Sq. Yd.	50	15.00	750.00
	Concrete Curbs		Lin. Ft.	300	6.00	1,800.00
	Delineators, Type 2		Each	10	[illegible]	[illegible]
	SIGNING					
	Wood Sign Posts		Lump Sum	All	Lump Sum	[illegible]
	Sign Support Footing		Lump Sum	All	Lump Sum	720.00
	Single Post Slip Base Sign Supports		Lump Sum	All	Lump Sum	[illegible]
	Single Post Breakaway Sign Supports		Lump Sum	All	Lump Sum	[illegible]
	Move and Reinstall Existing Signs		Lump Sum	All	Lump Sum	300.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Nyberg Rd. Intchg. (S. Bd. Off-Ramp)		COUNTY Washington		SHEET 3 OF 3
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 0.22 mi.	DATE 2-29-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	22,400^{00}
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	470^{00}
	LANDSCAPING					
	Furnishing and Planting Shrubs		Each	* 745 ~~1,075~~	6^{00}	* 4,470^{00}
	Transplanting Trees		Each	4	35^{00}	140^{00}
	Bark Mulch		Unit	* 18 ~~22~~	145^{00}	* 2,610^{00}
	Adjusting Irrigation System		Lump Sum	All	Lump Sum	2,500^{00}

734-1736 (REV. 2-84)

9771

p

February 21, 1984

City of Tualatin
City Hall
Tualatin, OR 97062

AGR 4

Attention: Stephen A. Rhodes
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8019

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for improvements to the Pacific Highway (I-5) Southbound Off-Ramp of Nyberg Road Interchange.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Att.

bc: Gary Potter (agreement attached)

7771 — 1-5 — N

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

10248
Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01486

SECTION
Nyberg Intchg. ~~Road N.B. On Ramp~~ (NB Ramps)

REGION
Metro Region

SURVEY AUTHORITY HWY #1

AUTHORIZATION NO. 1

PREFIX 634-1957

DATE 1/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 18,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT	-		916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT	-		918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,200
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		5,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING	-	
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 54,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-5-5(87)289

LOCATION ENGINEER'S REMARKS

Conduct field survey and negotiate necessary right-of-way. Prepare necessary plans, specifications, and contract for construction.

1 Versteeg ✓
Anderson
4 Adams Bud
4 [illegible]
DM 2 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
APR 26 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/21/84
RECOMMENDED, REGION ENGINEER X	DATE 1-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 2-17-84
RECOMMENDED, LOCATION ENGINEER X	DATE 2/16/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST 10248

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01486

SECTION INTERCHANGE (NB Ramps) Nyberg ~~Road Northbound On Ramp~~

REGION Metro Region

STATE HIGHWAY # 0001	HIGHWAY NAME Pacific		MILE POST FROM 289.0 TO 289.5	LENGTH 0.5 mi.
☒ URBAN ☐ RURAL	CITY Tualatin	COUNTY Washington	ROAD/STREET NAME Nyberg Road	
ROUTE # I-5	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)	X	FILES	(#)	1
RIGHT OF WAY		$ 10	PAVING	(✓)	X	ACRES	(#)	1.9
ROADWAY	$ 300		STRUCTURES	(✓)	X	RELOCATIONS	(#)	-
STRUCTURES	$ 270		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 50		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$ 10		ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 50 ~~30~~					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 264		DESIGN CATEGORY	(1-7)	5	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 924	WORK TYPE	(1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 86	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1	1
STRUCTURES (#)	1	1
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	NB Ramp 9500	15,200
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Two-thirds of the daily traffic E.B. on Nyberg at I-5 have destinations to the north. A large demand for left turns onto the N.B. I-5 on-ramp creates back-ups and congestion at the interchange and Nyberg Road west during A.M. peak period traffic.

PROPOSED SOLUTION

Construct a ~~W~~E.B. to N.B. loop on-ramp to I-5 allowing free-flowing right-turn movements and additional capacity. This implies reconstruction of the existing N.B. off-ramp and construction of an auxillary lane between the I-205 to I-5 on-ramp, which is immediately to the south of the Nyberg interchange, and the new N.B. I-5 off ramp to Nyberg. This weave lane is required because →

REQUESTED REGION ENGINEER	DATE 1-16-84
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

10248

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01486

SECTION
Nyberg ~~Road N.B. On Ramp~~ INTERCHANGE (NB RAMPS)

REGION
Metro Region

PROJECT JUSTIFICATION

A free-flow loop ramp will be required to accommodate the heavy eastbound to northbound traffic demand. Width is not available on the existing structure to carry a double left turn. If the heavy left turn traffic is not accommodated, traffic back ups through the area will occur and result in delay of the off-ramps and traffic stored on the freeway.

ADMINISTRATION RECOMMENDATION

PROJEC~~T~~ PROSPECTUS
PART 2 - PROJECT DETAILS 10248
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01486

SECTION Nyberg ~~Road N.B. On-Ramp~~ INTERCHANGE (NB Ramps)

REGION Metro Region

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	S	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	S ~~N~~
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	-	-	-

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y

UTILITIES S (LIST BELOW)

COMPANIES
Power: PGE T.V.: Liberty; Storer
Gas: NW Nat. Gas
Sewer: City of Tualatin
Tele: Gen. Tele.
Water: City of Tualatin

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				4			16					6				
				4			16					6				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
(see as-builts) One-Way Ramps	4" A.C. 10" CTB				
(see as-builts) Auxillary Lane	6" L.T.S.G. 8" A.C. 8" Cont. Reinf. PCC				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	150	30	270,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. [illegible]
Location Engineer
Date 2/16/84

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Nyberg ~~On-Ramp~~ ~~I-5~~ INTERCHANGE (NB RAMPS)

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately 1.9 acres of wetland/pasture will be required for this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project will improve access from the adjacent Tualatin urban and residential areas thereby supporting existing and future development. This improvement is shown in the City's comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved traffic flow and reduced congestion during the A.M. peak period would result.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

A large wetland/floodplain area shoulders Nyberg Creek. The project would fill a fringe portion of this wetland.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impacts are anticipated.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The impacts to an already severely diminished wetland may be an issue.

RECOMMENDED PROJECT CLASSIFICATION

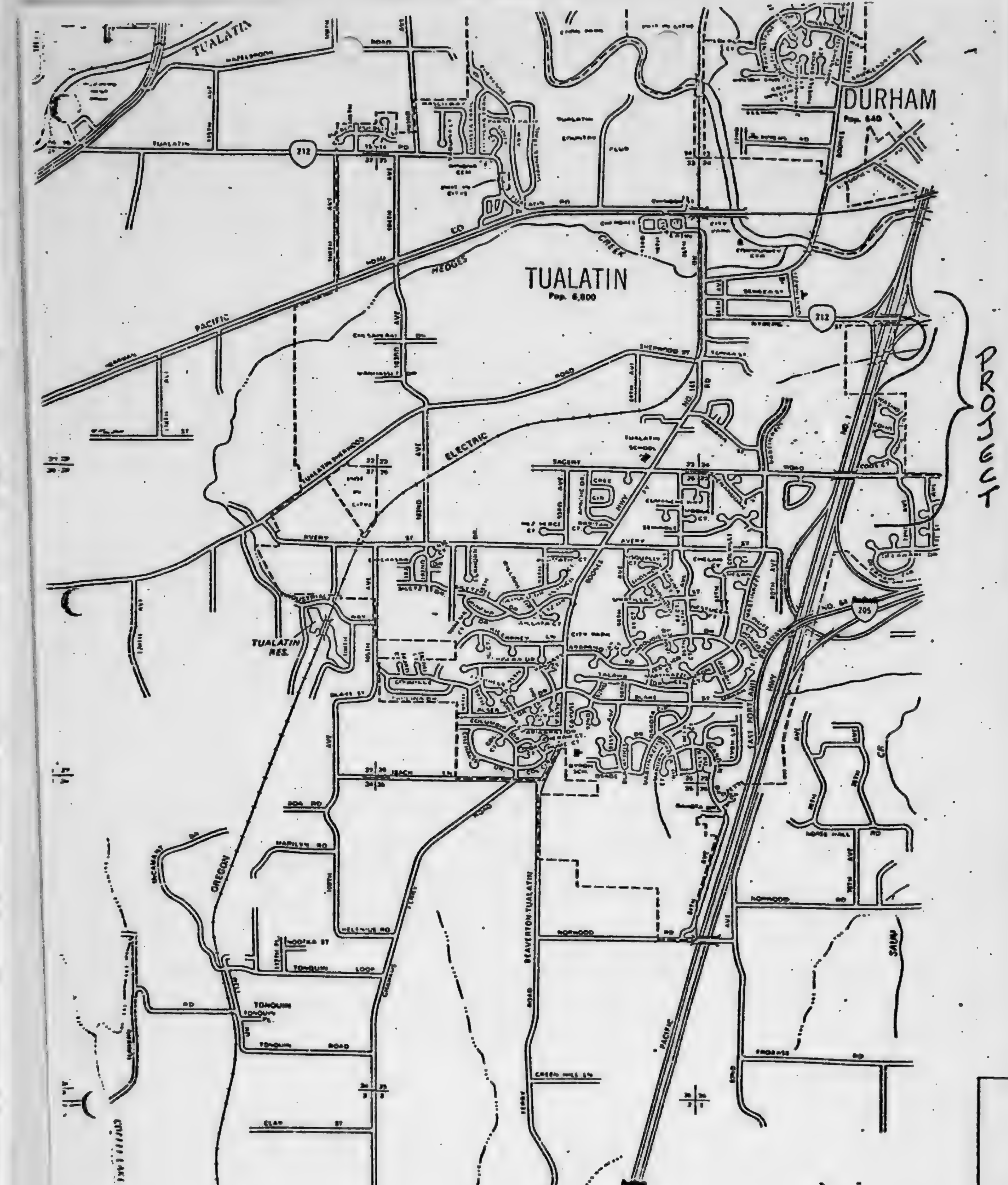
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a reorientation of an existing interchange facility. Mitigative measures can be developed to offset the wetland impacts.

OTHER DOCUMENTATION

Wetlands Finding
Noise Study Report
Floodplain Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	


TUALATIN
DURHAM
Pop. 640
TUALATIN
Pop. 6,800
PROJECT
212
205
5
PACIFIC
HEDGES
CREEK
ELECTRIC
TUALATIN SHERWOOD
SHERWOOD ST
SAGERT
AVERY
ST
TUALATIN SCHOOL
CITY PARK
BLAKE ST
TUALATIN RES.
EAST PORTLAND HWY
OREGON
MARILYN RD
HELENIUS RD
NOOTKA ST
TONQUIN
LOOP
TONQUIN ROAD
CLAY ST
DAY RD
BOONES
FERRY
BEAVERTON-TUALATIN
NORWOOD
ROSE HALL RD
SAUM
CR
FROBASE RD
GREEN HILLS LN
PACIFIC
TUALATIN COUNTRY CLUB

9791

CITY OF TUALATIN
18880 SW MARTINAZZI AVE.
PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

PROGRAM SECTION
MANAGER -------- PROJECT UNIT --------
JAN 31 1984
MAN. ASSIST. -------- PROGRAM UNIT --------
REFER TO ____________
FOR ____________

OM MRE CE [illegible] CE
TOS ME
US 1-26-84 PDM
[illegible] Metro Region TAM
[illegible] PA EA BUD LM

January ~~23~~ 26, 1984

Jon Rose
Federal Aid Specialist
Department of Transportation
Highway Division - Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: I-5 Southbound Off-Ramp (Nyberg Road Interchange) Preliminary Engineering and Construction Finance Agreement

Dear Jon:

Attached please find three agreements executed by the City of Tualatin for the subject project. These agreements were executed on January 9, 1984 and authorized by Resolution No. 72-84.

For funding reasons this agreement was changed to be with the Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin, rather than with the City of Tualatin.

Should you have any further questions, please contact me.

Sincerely,

Michael A. McKillip

Michael A. McKillip
City Engineer

MAM/lls

Attachment

From Metro JON ROSE
Date 1-26-84
To GARY POTTER
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comments: Here are 3 copies of the agreement for the I-5/Nyberg Rd Interchange improvement, signed by the City of Tualatin and approved by the Metro Region Engr. Note changes made by City.

Please process. Jon Rose

OREGON STATE HIGHWAY DEPARTMENT

TO: Buz Swan 634-1954

SUBJECT: I-5 South Bound Off Ramp (Nyberg Road)

FROM: Jon Rose

DATE: 11-7-83

The City of Tualatin is willing to provide the local matching funds for the I-5 southbound Off Ramp to Nyberg Road, so an agreement will be needed to cover that.

The State will perform all PE and construction engineering, acquire any needed R/W and maintain everything within the access control lines. The City is to provide the necessary local match for P.E. and construction, with the provision that the Citys cost is not to exceed $21,000. No additional R/W is anticipated.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

OTC
10-14-83

PROJECT UNIT 3

Mainor

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

IR-5-5 (82) 289
634-1954
File: 10209

AGREEMENT INFORMATION

Project I-5 Southbound Off-Ramp to Nyberg Road

Agency City of Tualatin Date 11-7-83

Type of Project Improvement of existing freeway off-ramp

Agreement for: ( )PE Only (X)PE, Const. Fin. ( ) Cont./Fin. ( ) Maint.

Funds: FAIX FAU FASC Title II HBR Other FAI 4R

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	( )	(X)	( )	( )
Public Hearings	( )	(X)	( )	( )
Citizen Involvement	( )	(X)	( )	( )
Preliminary Design Plans & Specs	( )	(X)	( )	( )
Final Design Plans & Specs	( )	(X)	( )	( )
Acquire R/W	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Utility Responsibility	( )	( ) ⟷	( )	( )
Maintenance After Completion	( )	( ) ⟷	( )	( )
Signal Maintenance	( )	(X)	( )	( )
Power Consumption	( )	( )	(X)	( )
Local Match (%)		( )	(8)	

Construction by Constract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let, and Award All Contracts.

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance.

State will Review and Process all Environmental Statements.

State and Agency will Cooperate in carrying out Provisions of the Oregon Action Plan.

State will perform Lab Testing and Final Checking.

R/W Service Agreement will be Prepared if Required.

9791

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-5-5(82)289

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-23

4. PROGRAM NO.

5. ITEM NO.
40061

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/26/83

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:

Nyberg Southbound Off Ramp

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering ramps

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $23,500 F.F. $21,670

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/20/83.

RECEIVED
STATE HWY ENGR
OCT 28 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 10/28

14. DATE
10/26/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4791 P

HIGHWAY DIVISION PRO

Gary A. Potter, Manager October 14, 1983
Program Section

Robert N. Bothman
Assistant State Highway Engineer

Nyberg Road Interchange

Discussed with Ed Hardt and Ted Spence the desire to proceed with the two-lane southbound off-ramp improvement on I-5 at Tualatin.

The City is anxious to provide support, either in the form of advance P.E. money to start the P.E. immediately while we go through the paperwork, or to provide the match in the event that we can expeditiously program the project.

I would like utilize the match pitch from the locals as a cause to accelerate that project from 1986 to 1984.

The project in the Program in 1986 includes the southbound off-ramp project advanced to 1984 at the Contract Schedule meeting this week, and the southbound to eastbound ramp which should be retained in the Program in 1986. The latter project is not being advanced because of the problems involved with the flood plain and we don't really know what to do yet.

Please advise Ed Hardt of the earliest possible date that you anticipate federal-aid would be available. I question whether we need an A-95 for this type of improvement, even though we are adding an "additional turning lane".

Because of the involvement with the City of Tualatin, the backup on the freeway which I observe several times a week, and the request from the City to develop the Norwood Interchange as an alternative, I would like to accelerate this project to construction as soon as possible.

RNB:lb

7 ? ? ? 1-5 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10209
SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Nyberg ~~I-5~~ Southbound Offramp ~~to Nyberg Road~~ (Tualatin)

REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 634-1954	DATE 9-23-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,500	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	200	200
903 LOCAL GOVERNMENT			918 LOCATION	100	100	935 SOILS	300	300
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,200	2,200
905 FINAL DESIGN	4,000	4,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	2,500	2,500	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN	1,500	1,500	922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	2,500	2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	1,000	1,000	926 FOUNDATION			980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES	400	400			

TOTALS	$	$ 23,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-5(82)289

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Liscnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved for HIP 10-14-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X Edward V Hundt	DATE 9/8/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J Hillestey for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-26-83	

734-1914 (7-82)

Plan #10209

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION I-5 Southbound Off Ramp to Nyberg Road			KEY ID #	REGION Metro
STATE HIGHWAY # 1	HIGHWAY NAME Pacific Highway		MILE POST FROM 289.51 TO 289.67	LENGTH
☐ URBAN ☐ RURAL	CITY Tualatin	COUNTY Washington	ROAD/STREET NAME	
ROUTE # I-5	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 23.5	GRADING (✓)	X	FILES (#)	-
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	-
ROADWAY	$ 112		STRUCTURES (✓)		RELOCATIONS (#)	-
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 30		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 28				RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 68		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 238 ~~142~~	WORK TYPE (1-12)	3	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 261.5				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL (ramp) LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	9,300	15,200
YEAR OF AVERAGE DAILY TRAFFIC	1982	1998

DEFINE THE PROBLEM

75% of the daily traffic exiting I-5 (SB) at Nyberg Rd. has destinations to the west. With the existing lanes, traffic is queuing up on the ramp and in the P.M. peak period traffic is backing up onto the freeway.

PROPOSED SOLUTION

Construct an additional right-turn lane on the southbound I-5 exit at Nyberg Road to provide additional capacity for right turning vehicles.

REQUESTED, REGION ENGINEER X Edward [illegible]	DATE 9/8/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

Plan #10109

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

KEY ID #

SECTION I-5 Southbound Off Ramp to Nyberg Road

REGION Metro

PROJECT JUSTIFICATION

Existing lanes on the I-5 southbound off-ramp at Nyberg Road are currently operating at capacity for the right turn movement (north to west). During P.M. peak hours, 74 percent of the traffic turns right. These conditions are causing queues of traffic to back onto the through lanes on I-5 creating safety problems. With the construction of an additional right-turn lane, additional capacity will be available and will be consistent with Nyberg Road (west of the interchange) which is a four-lane roadway. This project has been requested by the City of Tualatin.

ADMINISTRATION RECOMMENDATION

Plan #10209

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: I-5 Southbond Off-Ramp to Nyberg Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N ~~S~~	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 1	NEW (#) 0
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

COMPANIES
Power: P.G.E.
Gas: NW Nat. Gas
Sewer: City of Tualatin
Tele: General Telephone
Water: City of Tualatin
TV: Liberty Cable, Storer Cable

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				6			12	×	12			4				
				6			12		12	12		4				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

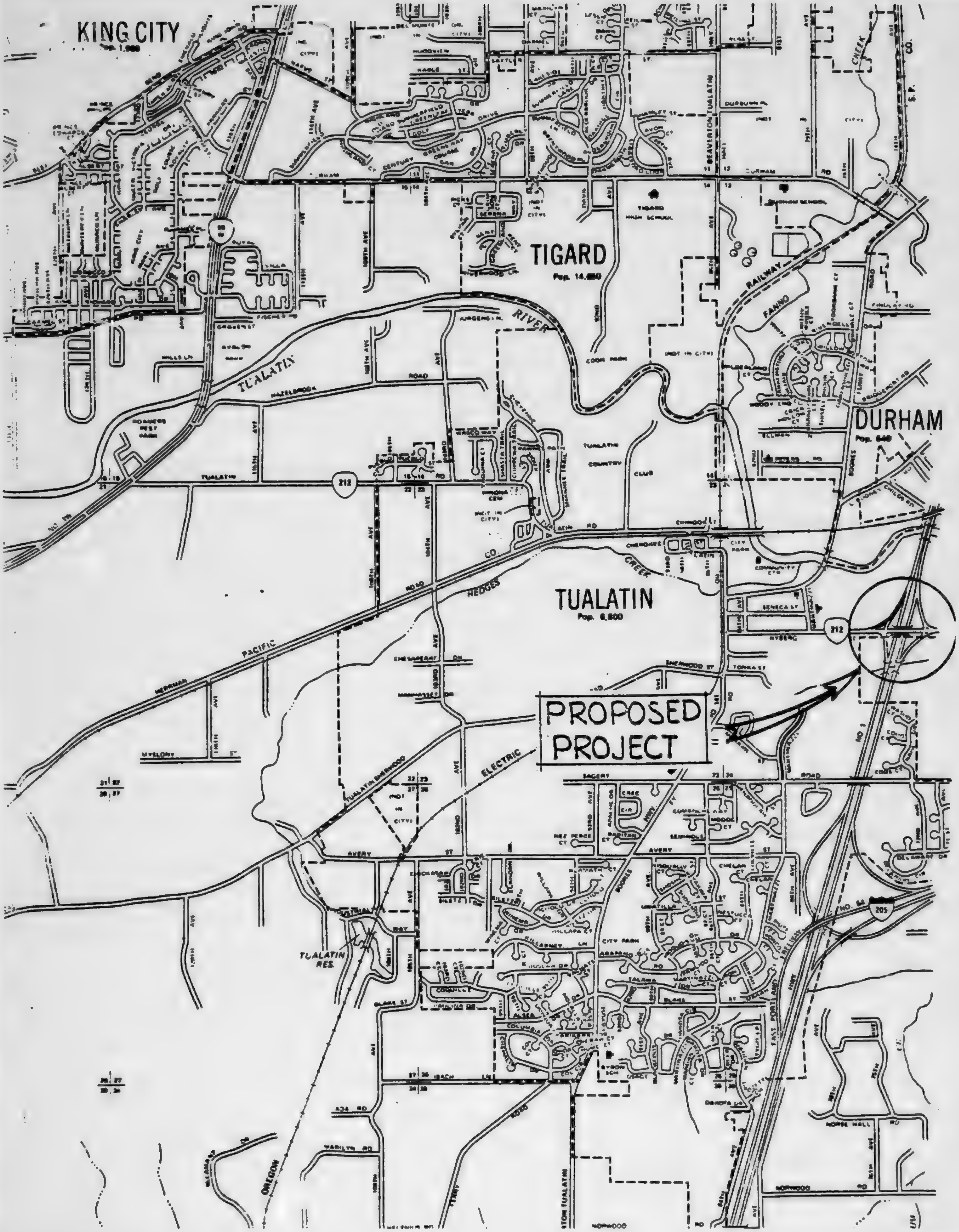
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 10/11/83

734-1912 (7-82)


KING CITY
TIGARD
Pop. 14,650
DURHAM
TUALATIN
Pop. 6,800
PROPOSED PROJECT
TUALATIN RIVER
TIGARD HIGH SCHOOL
DURHAM SCHOOL
RAILWAY
FANNO
CREEK
TUALATIN COUNTRY CLUB
HEDGES CREEK
PACIFIC HWY
ELECTRIC
TUALATIN RES.
OREGON
HAZELBROOK ROAD
DURHAM
TUALATIN RD
SAGERT ROAD
AVERY ST
NYBERG
SHERWOOD ST
BOONES FERRY RD
NORWOOD
EAST PORTLAND FREEWAY
212
99
205
NO. 64

7771 1-S N

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 21, 1977

Mr. Glen Green, Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, OR 97301

Files 4844, 32697
Nyberg Road Inter. Sec.
Pacific Highway
Washington County

Dear Mr. Green:

Although we would like to hold additional rights of way for the City of Tualatin widening project, we cannot. Terms of the option called for resale to the grantor of all surplus properties upon completion of the project. Opinion by Jack Sollis is attached.

Since we have no alternative, we are proceeding to reconvey the surplus property under these file numbers.

Very truly yours,

J. B. BOYD
Right of Way Engineer

By

NEIL FLANAGAN
Property Manager

cr
Attachment
cc: Don Stoudenmeyer ✓
Ken Rolfe

Versteeg
I Olson
Ch[illegible]

RECEIVED
JUN 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Form 81-734-3123

DEPARTMENT OF JUSTICE

Memorandum

TO: Neil Flanagan
Property Manager

DATE: June 21, 1977

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Sale of Surplus Property on File R-4844 also reference R-32697

I have reviewed the option that was entered into by the Highway Division on file R-4844 and note that the surplus property that is proposed to be disposed of is in the southeast quadrant of the interchange and under the terms of the option there is no way that the property can be disposed of other than by sale to Mr. Nyberg at the price of 12¢ per square foot.

If you wish to discuss this matter further I would be happy to do so.

JLS:sjb

9791 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 25, 1977

FILE:

FROM: Neil Flanagan (dh)
NEIL FLANAGAN
Property Manager

TO: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: File No. 4844
Nyberg Road Intchg. Sec.
Pacific Highway
Washington County

32697

The above-mentioned property was declared surplus January 25, 1977. Has there been a change in activity along Nyberg Road since that surplus approval?

We should verify our surplus status before we sell.

Surplus status still good. check with City of Tualatin for their needs on FAUS widening project. Give them first chance to purchase. Dns 5-25-77

Verstee
I Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

NF:dh

Copy to Flanagan

1984 District 13 Oiling 9792
Projects on various highways

May 7, 1985

Seaboard Surety Company
320 108th Ave., NE, Ste. 401
Bellevue, WA 98004

CON 5
#9792

Gentlemen or Ladies:

Contract No. 9792 awarded to LT Contractors, Inc. for the District 13 Oiling Project on various highways in Baker and Wallowa Counties was completed on January 21, 1985, and accepted by the State Highway Division on May 3, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 13, 1985.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: LT Contractors, Inc.
PO Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9792

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 3, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9792, On Site Work Substantially Completed August 11, 1984

All Work Completed January 21, 1985

Project District 13 Oiling Project

Highway Various

County Baker and Wallowa

Type of Work Oiling

Contractor L T Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RGormsen

May 7, 1985 - Surety letter written.

RECEIVED
MAY 03 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

September 11, 1984

Orville Ragsdale
1917 Washington Street
Baker, Oregon 97814

CON

I have your letter and copies of petition forms you sent regarding rock damage to vehicles on a section of Highway 7 between Sumpter and Baker.

The oiling work was performed by a general contracting firm under a contract with the State of Oregon. The terms of that contract placed certain responsibilities for signing and traffic control on the contractor. If Mrs. Menolascina or the other petitioners feel the contractor acted irresponsibly to their detriment I would suggest they seek satisfaction from him at the following address:

L. T. Contractors, Inc.
P.O. Box 11249
Portland, Oregon 97211

Would you please pass this information on to the interested parties and let them know I feel very badly about any damages they may have suffered.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RDH:sl

bc R. D. Hector
C. K. Ansell

Rea & Ragsdale Insurance Agency
Telephone 523-5861 — P.O. Box 309
1917 Washington Street — Baker, Oregon 97814

RECEIVED
AUG 30 1984
LEGAL

August 28, 1984

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Attention: Jack Sollis

Re: Highway Project - Highway # 7 - Between Sumpter and Baker

Dear Mr. Sollis:

I have been asked by several of my customers to submit these Petitions to your Office and the the Office of the Governor for your consideration and action.

Because of the Project, size of rock used, speed of Highway Dump Trucks, and others, many people in this area have suffered broken windshields, headlight lenses and severe chipping of paint on body of vehicles.

These Petitions were started mostly by people of the Sumpter and Baker area. Mrs. Dino Menolascina, of Mill Street in Sumpter, Oregon 97877, would like some sort of an answer from State as her new auto was damaged badly and she represents all the Sumpter area Petitioners.

Will you please write her at this time to let her know what the Policy of the State of Oregon is in a case like this.

We will thank you for your consideration and answer to the Petitioners.

Very truly yours,

Orville Ragsdale
RAGSDALE INSURANCE AGENCY

by: Orville Ragsdale

cc/ Governor Victor Atiyeh
State Capitol Building
Salem, Oregon 97310

cy
8/31
due
9/10

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO
Hector
FOR

Info	Invest	[illegible]	[illegible]	Sign	[illegible]	[illegible]
		✓				

STATE OF OREGON HIGHWAY DEPARTMENT, BAKER, OREGON

We. the undersigned, do herewith claim that our vehicles(s) have been damaged within the sealing and chipping area of State Highway No. 7 between Sumpter and Baker. It is our contention the construction vehicles are neither considerate nor adhering to the 35 miles per hour construction speed limit thereby causing damages for which we are demanding compensation.

name	address	phone
Nyla Pennington	Sumpter Supply	894-2317
Frank + Inez Crummitt	P.O. Box 323 Baker Or.	894-2378
Melvin L. Smith	[illegible] Klamath Falls OR 97601	882-7918
Ronna D. Black	132 Belle Ct., Oregon City OR 97045	656-1873
Michael B Holladay	Boundry Cr PO 132 ORE 97877	
ROBERT J HOUSTON	P.O. BOX 44 SUMPTER, ORE	894-2271
Robin Spurgeon	3210 H st Baker	3-6025
Keith Bobo	Foothil dr Baker	3-6041
Arlene Bobo	Foothill dr Baker	3-6041
Jim K Swanson	6512 SE 302 GRESHAM, OREGON	
Perry Valentine	Sumpter Stage Box 69	
Mark B Zygmunt	PO BOX 132 Sumpter Or.	
Ingrid Keady	P.O. Box 485 Sumpter OR 97877	
William C Maxwell	1815 BALM BAKER	
Edward J Baker	Rt 1 Box 1564 GRANDVIEW WA 98930	
Dan M[illegible]	Box 23 SUMPTER OR. 97877	
Gary Porter	Box 22 Sumpter Oregon 97877	
Jack Turner	Baker 97814	8-13-84
OSMOSE Co.	Baker Oregon	523-7510
Chris Neill	20260 Grove Baker OR 97814	
Gary Tanikuni	1011 N. Plateau Caldwell, Id. 83605	8-14-84
Jori Haase	Box 72-d Sumpter Stage Baker	8-14-84
Gerrit Pommerenke	PO BOX 124 Sumpter	894-2276
Herb Holtane	Rt 1 Bx 1207 Vale Ore. 97918	473-2219
Bill Felton	Granite Rt Box 26 Sumpter Or 97877	no phone

9792 t

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION District 13 Oiling Project	WEEK ENDING August 17, 1984
		SECTION PREFIX 1-1555
	HIGHWAY Various	COUNTY Baker - Wallowa
NAME OF JOB District 13 Oiling Project	KIND OF WORK Oiling	
CONTRACTOR L T Contractors, Inc.	CONTRACT NUMBER 9792	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED July 10, 1984	ESTIMATED COMPLETION DATE August 31, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS 39	WORK DAYS USED 33
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 798,580.33	SPECIFIED COMPLETION DATE August 31, 1984	PERCENT OF TIME ELAPSED 85
EXCLUSIVE OF ENGINEERING: $ 735,256.78	ENGINEERING AUTHORIZATION $ 63,323.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 83
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 735,256.78	ENGINEERING COST TO DATE $ 6,464.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 77
ESTIMATED PERCENT: OVERRUN UNDERRUN ______%	PERCENT OF AUTHORIZATION 10 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		60			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		16,560		2,470	
TOTAL QUANTITIES CORRECTED TO DATE		16,560		2,470	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		16,560		2,470	
AVERAGE DAILY QUANTITIES		502		75	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0		0	
NUMBER OF SHIFTS PER DAY		0		0	
HOURS PER SHIFT		0		0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair, hot	1		
TUESDAY	Fair, hot	1		
WEDNESDAY	Fair, hot	1		
THURSDAY	Cloudy, showers	1		
FRIDAY	Fair, hot	1		
SATURDAY	Fair, hot	1		

RECEIVED
AUG 20 1984
CONSTRUCTION SECTION
CE ...... CAE ......
COE ...... CM ......
CA ......
CAM ......
CP ......
EEO ......
LS ...... TC ......
SA ...... SC ......
FE ......
MA ......
QCS ......
FILE ......

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Oiling on Whitney Highway.
TUESDAY	Oiling on Whitney Highway.
WEDNESDAY	Oiling on Whitney Highway.
THURSDAY	Finished oiling project.
FRIDAY	Brooming excess rock.
SATURDAY	Brooming excess rock.

REMARKS

Project completed Thursday, 8-9-84.
Brooming completed Saturday, 8-11-84.

SIGNED C.K. Ansell LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION: JOSEPH - WALLOWA LAKE (OIL MAT), COMB-4B ~~District 13 Oiling/Surface Preservation~~ WALLOWA Co.

KEY ID#: 02305

REGION: 5

HWY # 351

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 32-1555

DATE: 12/15/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$ 5,500
PREVIEWS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
Adams
Macnab
2 Edwards ~~Steudenmeyer~~
Torpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY Roger C Lang	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Clarence B. Edwards	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJ T PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION JOSEPH - WALLOWA LAKE (OIL MAT), COMB - 4B ~~District 13 Oiling/Surface Preservation~~				KEY ID # 02305 REGION 5
STATE HIGHWAY # 351	HIGHWAY NAME JOSEPH - WALLOWA LAKE ~~Various (see Project Justification)~~		MILE POST FROM 0.0 TO	LENGTH ~~80~~ mi. 6.0
☐ URBAN ☒ RURAL	CITY	COUNTY ~~Various~~ WALLOWA	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 345.5	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$	Oil mat	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$	ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~xxx~~ ENGINEERING & CONTINGENCIES	$ 34.5	DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 380	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~385~~ 60				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Baker-Copperfield, Whitney, Dooley Mountain, and Wallowa Lake Highways are rapidly deteriorating and in need of immediate attention in order to protect our investment.

PROPOSED SOLUTION

Resurface by construction of oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X	DATE 12/15/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION District 13 Oiling/Surface Preservation	KEY ID # 02305 REGION 5

PROJECT JUSTIFICATION

Various sections of highways in District 13 are deteriorating rapidly and are in need of surface restoration if we are to protect our investment.

It is proposed the following sections of highway be oiled using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl. date on or before
86	Baker-Copperfield	Baker	Goose Cr-Richland Oil Mat (DO-30)	21.0	21.0	9-1-84
7	Whitney	Baker	Sumpter Jct.-Salsbury Oil Mat (O-7)	25.0	17.0	9-1-84
	Dooley Mtn.#415	Baker	Bridgeport Rd-Salsbury Oil Mat (O-7)	21.0	16.0	9-1-84
	Joseph— Wallowa Lake #351	Wallowa	Joseph-Wallowa Lake Oil Mat (O-32)	0.0	6.0	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as possible to this date. Anticipate this project to be administered by the District Maintenance Supervisor.

This project is consistent with the Divison's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

[illegible] 415

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

BRIDGEPORT RD. - SALSBURY, COMB-4B

SECTION ~~District 13 Oiling/Surface Preservation~~ BAKER CO,

KEY ID# 02303

REGION 5

Hwy # 415

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 1-1557

DATE 12/15/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Stoudenmyer~~ Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY Roger C Long	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible] Edwards	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJ CT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02303

SECTION BRIDGEPORT RD. - SALSBURY, COMB-4B ~~District 13 Oiling/Surface Preservation~~

REGION 5

STATE HIGHWAY # 415

HIGHWAY NAME DOOLEY MOUNTAIN ~~Various (see Project Justification)~~

MILE POST FROM 21.0 TO

LENGTH ~~[illegible]~~ 16.0 mi.

☐ URBAN
☒ RURAL

CITY

COUNTY ~~Various~~ BAKER

ROAD/STREET NAME

ROUTE #

FEDERAL AID # n/a

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 345.5	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$	Oil mat	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$	ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~[illegible]~~ ENGINEERING & CONTINGENCIES	$ 34.5	DESIGN CATEGORY (1-7)	n/a	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 380	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~285~~ 110				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Baker-Copperfield, Whitney, Dooley Mountain, and Wallowa Lake Highways are rapidly deteriorating and in need of immediate attention in order to protect our investment.

PROPOSED SOLUTION

Resurface by construction of oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X

DATE 12/15/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X

DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X

DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02303

SECTION District 13 Oiling/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Various sections of highways in District 13 are deteriorating rapidly and are in need of surface restoration if we are to protect our investment.

It is proposed the following sections of highway be oiled using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl. date on or before
86	Baker-Copperfield	Baker	Goose Cr-Richland Oil Mat (DO-30)	21.0	21.0	9-1-84
7	Whitney	Baker	Sumpter Jct.-Salsbury Oil Mat (0-7)	25.0	17.0	9-1-84
	Dooley Mtn.#415	Baker	Bridgeport Rd-Salsbury Oil Mat (0-7)	21.0	16.0	9-1-84
	Joseph— Wallowa Lake #351	Wallowa	Joseph-Wallowa Lake Oil Mat (0-32)	0.0	6.0	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as possible to this date. Anticipate this project to be administered by the District Maintenance Supervisor.

This project is consistent with the Divison's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

9772

N

PROJE. . PROSPECTUS

PART 4 — SURVEY AUTHORITY

SUMPTER JCT. - SALSBURY, COMB-4B

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02300

SECTION ~~District 13 Oiling/Surface Preservation~~ BAKER CO.

REGION 5

Hwy # 71 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 1-1556

DATE 12/15/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

PREPARED BY Roger C Lang	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02300

SECTION SUMPTER JCT. - SALSBURY, COMB - 4B ~~District 13 Oiling/Surface Preservation~~

REGION 5

STATE HIGHWAY # 71	HIGHWAY NAME WHITNEY ~~Various (see Project Justification)~~	MILE POST FROM 25.0 TO	LENGTH ~~60~~ 17.0 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY BAKER ~~Various~~	ROAD/STREET NAME
ROUTE # 7	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 345.5		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$		Oil mat	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% xxxx ENGINEERING & CONTINGENCIES	$ 34.5		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 380	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~385~~ 120			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Baker-Copperfield, Whitney, Dooley Mountain, and Wallowa Lake Highways are rapidly deteriorating and in need of immediate attention in order to protect our investment.

PROPOSED SOLUTION

Resurface by construction of oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X DATE 12/15/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02300

SECTION SUMPTER JCT.- SALSBURY, COMB-4B ~~District 13 Oiling/Surface Preservation~~

REGION 5

PROJECT JUSTIFICATION

Various sections of highways in District 13 are deteriorating rapidly and are in need of surface restoration if we are to protect our investment.

It is proposed the following sections of highway be oiled using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl. date on or before
86	Baker-Copperfield	Baker	Goose Cr-Richland Oil Mat (DO-30)	21.0	21.0	9-1-84
7	Whitney	Baker	Sumpter Jct.-Salsbury Oil Mat (0-7)	25.0	17.0	9-1-84
	Dooley Mtn.#415	Baker	Bridgeport Rd-Salsbury Oil Mat (0-7)	21.0	16.0	9-1-84
	Joseph-Wallowa Lake #351	Wallowa	Joseph-Wallowa Lake Oil Mat (0-32)	0.0	6.0	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as possible to this date. Anticipate this project to be administered by the District Maintenance Supervisor.

This project is consistent with the Divison's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

7-7-2

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

GOOSE CREEK - [illegible]

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02297

SECTION ~~District 13 Oiling/Surface Preservation~~ BAKER Co.

REGION 5

[illegible] #12

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 1-1555

DATE 12/15/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwords ~~Stoudenmeyer~~ E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY [illegible] C [illegible]	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible] E. [illegible]	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJE T PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION GOOSE CREEK – RICHLAND, COMB – 4B ~~District 13 Oiling/Surface Preservation~~	KEY ID # 02297
	REGION 5

STATE HIGHWAY # 12	HIGHWAY NAME BAKER – COPPERFIELD ~~Various (see Project Justification)~~	MILE POST FROM 21.0 TO	LENGTH 21.0 ~~65~~ mi.
☐ URBAN ☒ RURAL	CITY	COUNTY BAKER ~~Various~~	ROAD/STREET NAME
ROUTE # 86	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 345.5		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$		Oil mat	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ENGINEERING & CONTINGENCIES	$ 34.5		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 380	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~385~~ 100				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Baker-Copperfield, Whitney, Dooley Mountain, and Wallowa Lake Highways are rapidly deteriorating and in need of immediate attention in order to protect our investment.

PROPOSED SOLUTION

Resurface by construction of oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X	DATE 12/15/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02297

SECTION District 13 Oiling/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Various sections of highways in District 13 are deteriorating rapidly and are in need of surface restoration if we are to protect our investment.

It is proposed the following sections of highway be oiled using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl. date on or before
86	Baker-Copperfield	Baker	Goose Cr-Richland Oil Mat (DO-30)	21.0	21.0	9-1-84
7	Whitney	Baker	Sumpter Jct.-Salsbury Oil Mat (O-7)	25.0	17.0	9-1-84
	Dooley Mtn.#415	Baker	Bridgeport Rd-Salsbury Oil Mat (O-7)	21.0	16.0	9-1-84
	Joseph— Wallowa Lake #351	Wallowa	Joseph-Wallowa Lake Oil Mat (O-32)	0.0	6.0	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as possible to this date. Anticipate this project to be administered by the District Maintenance Supervisor.

This project is consistent with the Divison's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

1984 S.E. 122nd Ave. - Rock Ck. 9793
Sec., Clackamas Highway.
(Gr. pv, st, sign, sig, lands, bld.)

jc cc: OSHD (D. E. Forbes)

J

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 11/17/88	REPORT MADE BY Christine Canham, Highway Engineer Trainee		PROJECT NO. IX-74(9)
COMPLETION DATE (Actual) 3/20/86	ACCEPTANCE DATE BY CONRTACT AGENCY 11/12/87	TIME ELAPSED 108 %	CONTRACT TIME A: 9/15/85 Ext. 9/30/85 B:10/31/85 Ext. 1/25/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. 122ND AVE. - ROCK CREEK SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structure, Signing & Landscaping

This project provided for the construction of four 12-foot travel lanes with 8-foot shoulders and left turn median. Widening Rock Creek Bridge to four 12-foot travel lanes with shoulders and reconstructing Boring Highway interchange were included in this project.

The contract was awarded to Macon Corporation on May 4, 1984. Work began May 24, 1984 and was completed March 20, 1986. Additional contract time was granted; for Phase A, 15 calendar days and for Phase B, 86 calendar days. Liquidated damages of 16 and 54 calendar days remained on Phases A and B respectively and amounted to $76,950.

The final cost of this project overran the original authorization by 9.3%. Trench excavation and 18-inch culvert pipe were major overrun items. Pipe extensions for a change in slope on driveways were a change to the original plans. 1"-0 aggregate base overran the original estimated quantity by 28.3%.

A final inspection was made on April 3, 1986.

- cc -

RECEIVED
STATE HWY ENGR
NOV 23 '88
REFER TO Husley
FOR
Info Invest R/W D/R Sign Act File

WP

cy
11-29

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Christine Canham	SIGNATURE
TITLE Highway Engineer Trainee — DATE 11/21/88	TITLE District Engineer A — DATE 11/21/88

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9793

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 SE Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE February 10, 1988
NUMBER CON 5 - #9793

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

TERMS: PAST DUE

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	CHARGES AND CREDITS	BALANCE
9-6-84	BALANCE FORWARD	$2,219.68
	Subject: Against: Mocon Corporation Contract No.: 9793 Project: S. E. 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County Amount: $2,219.68	

3/8/88
They have filed claim 8/6/86 - called them & told them to send this to surety/contractor fn

STEINMAN BROS. DRILLING CO.

Thank You

PAY LAST AMOUNT IN THIS COLUMN

9793

November 18, 1987

CON 5 - 9793

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 9793 awarded to Mocon Corporation for work on the SE 122nd Avenue-Rock Creek Section of the Clackamas Highway in Clackamas County was completed on June 19, 1987, and accepted by the State Highway Division on November 12, 1987.

The total contract amount is $2,855,311.58 including $61,692.96 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

9793

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9793

TO: Commission Services DATE: November 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9793 , On Site Work Substantially Completed March 20, 1986

All Work Completed June 19, 1987

Project SE 122nd Ave.-Rock Creek Jct.

Highway Clackamas

County Clackamas

Type of Work Grade, Pave, Structure, Sign, Signals, Landscaping

Contractor Mocon Corp.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
NOV 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter
written 11-18-87

81-125-1387

9793

August 13, 1987

CON 5 - #9793

Steinman Bros. Drilling Co.
3023 SE Holly Avenue
Milwaukie, OR 97222

We have received your note that your claim has not yet been paid on Contract No. 9793.

This was in connection with a claim you filed on August 6, 1986, in the amount of $2,219.68 for well drilling costs against Mocon Corporation for work on SE 122nd Avenue-Rock Creek Section of the Clackamas Highway in Clackamas County.

We are sending your note on to the bonding company for their information.

Please let us know when you do receive payment.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

bc: Bryant Jackmond

FKN:cc

NOTED ON CARD
8-13-87cc

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 SE Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE July 24, 1987
NUMBER File No.: CON 5-9793

Mr. George Bell, Assistant Director
Department of Transporation
Transportation Building
Salem, Oregon 97310

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $ ____________

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

Dear Mr. Bell:

This letter is to advise your office that our claim has not been been paid.

Sincerely,

Ronald F. McConnell
dba Steinman Bros. Drilling Co.

RFM:jj

RECEIVED
AUG - 7 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STEINMAN BROS. DRILLING CO. *Thank You* PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 SE Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE May 15, 1987
NUMBER Mocon Job #137
Purchase Order #1631

Well Abandonment #16-84A/
Schoppert
Well Abandonment #16-84B/
Oregon State Highway
Department
Water Well #19-84/
Schoppert (Abandonment
#16A84/Schoppert)
File No: CON 5-#9793

Mr. George Bell, Assistant Director
Department of Transportation
Commission Services/Transportation
Transportation Building
Room 121
Salem, Oregon 97310

TERMS: PAST DUE: Net 10 days of 9-6-84.

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	CHARGES AND CREDITS	BALANCE
9-6-84	BALANCE FORWARD	$2,219.68

RECEIVED
MAY 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed 8-6-86
no resp necessary

STEINMAN BROS. DRILLING CO.

Thank You PAY LAST AMOUNT IN THIS COLUMN

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 SE Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE
May 15, 1987
NUMBER
File No: CON 5-#9793

United Pacific Insurance Co.
825 N. E. Multnomah, Suite 300
Portland, Oregon 97232

TERMS: PAST DUE: Net 10 days of 9-6-84.

$

DATE	CHARGES AND CREDITS	BALANCE
9-6-84	BALANCE FORWARD	$2,219.68
	Claim filed against Highway Division Contract: Filed By— Ronald F. McConnell dba Steinman Bros. Drilling Co. Amount— $2,219.68 For— Well Abandonment #16-84A Well Abandonment #16-84B Water Well #19-84 Against (Prim Contractor)— Mocon Corporation Project— S.E. 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County Surety: United Pacific Insurance Co., Bond Department Agent— Fred S. James & Co. of Oregon cc: Mocon Corporation P. O. Box 3258 Salem, Oregon 97302	

RECEIVED
MAY 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed 8-6-86, no resp. rec.

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

9793

COLUMBIA NEON CO.

April 2, 1987

Mr. B. Michael Bowen
Reliance United Pacific Surety Managers
33405 8th Ave. South, C-3000
Federal Way, WA 98003

Dear Mr. Bowen:

Enclosed are documents requested by you in letter dated March 23, 1987.

Please note we have included interest from December 1, 1985 at 1.5% interest per month, for a total of $2384.50.

Please expedite the claim. It has been pending for a very long time.

Best regards,

Noel Davis

Noel Davis
Chairman
Columbia Neon Co., Inc.

cc: Department of Transportation ✓
Mr. Robert W. Gormsen
Transportation Building
Salem, OR 97310
File # CON 5
#9793

RECEIVED
APR 06 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. rec.
as claim already
filed.

1820 EAST BURNSIDE STREET / PORTLAND, OREGON 97214-1597 / (503) 232-8153

NAME GAYNETCO COMPANY
OWNER Linda Ahrens
ADDRESS 10416 N. E. Marx
CITY Portland, Oregon 97220
PHONE Bus: 256-9711[redacted]

RENTAL $950.00 (each)
INSTALLED
EXPIRES
SALESMAN Mike
JOB # 5981

OPEN
(2) - S/F "Stop" signs for state
highway dept.

DATE	DESCRIPTION	CHARGES	V	CREDITS	BALANCE	CHARGES	V	CREDITS	BALANCE
1985	BALANCE FORWARD								
9/16/85	2 signs @ $950.00				$1900.00				
11/1/85	Inv # 6335 ~~O# F5-204~~			1900.00	-0-	1900.00			1900.00
12/1/85	Interest Charges	28.50							1928.50
1/1/86	Interest Charges	28.50							1957.00
2/1/86	Interest Charges	28.50							1985.50
3/1/86	Int. Charges	28.50							2014.00
4/1/86	Int. charges	28.50							2042.50
5/1/86	Int. charges	28.50							2071.00
6/1/86	Int. Chg	28.50							2099.50
7/1/86	Int. Chg	28.50							2128.00
8/1/86	Int. Chg	28.50							2156.50
9/1/86	Int. Chg	28.50							2185.00
10/1/86	Int. Chg.	28.50							2213.50
11/1/86	Int. Chg.	28.50							2242.00
12/1/86	Int. Chg.	28.50							2270.50
1/1/87	Int. Chg	28.50							2299.00
2/1/87	Int. Chg.	28.50							2327.50
3/1/87	Int. Chg.	28.50							2356.00
4/1/87	Int. Chg.	28.50							2384.50

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1986

In Reply Refer To
File No.: CON 5
#9793

Columbia Neon Co.
1820 East Burnside Street
Portland, OR 97214

Attention: N. E. Davis
Chairman

We have received your letter dated March 21, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Columbia Neon Co.
AMOUNT:	$1,900.00
FOR:	Manufacture of signs
AGAINST (Prime Contractor):	Mocon Corporation
SUBCONTRACTOR:	Gaynetco
CONTRACT NO.:	9793
PROJECT:	SE 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon 248-6400

Jerry Dunning

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

ann. ~~Sodowski~~
Sadowski

Please advise this office when your claim has been paid.

chris may.

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

731-0146 (5-85)

March 21, 1986

Mr. Robert W. Gormsen
Commission Services
Transportation Bldg. - Room 121
Salem, Oregon 97310

Dear Mr. Cormsen

Please consider this letter a claim filed for Columbia Neon, 1820 E. Burnside, Portland, Oregon 97214.

Our claim against:

Mocon Corporation P. O. Box 3258 Salem, Oregon 97302	and/or	Gaynetco 1416 N. E. Marx Portland, Oregon 97220

Claim for: State contract: #9793
Sign work: Highwy "OPEN" sign
S. E. 122nd - Rock Creek
Clackamas, Oregon

Description of work: Manufacture of two "Open" illuminated highway traffic signs, as per specification in State drawing S-18.

Price: $1,900.00 (FOB our plant)

I trust this is the necessary information for filing a claim against a contractor bond.

Thank you for your assistance in this matter.

Very truly yours,

COLUMBIA NEON CO., INC.

N. E. Davis
Chairman

NED:mr
Enclosure

1820 EAST BURNSIDE [illegible] PORTLAND, OREGON 97214 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

March 18, 1986

In Reply Refer to:
File No.:

Noel Davis
Columbia Neon Sign Co.
1820 E. Burnside St.
Portland, OR 97214

Subject: Claim for Neon "Open" Sign
S.E. 122nd Avenue - Rock Creek Jct.
Clackamas Highway
Contract No. 9793

In reply to your telephone request, Mocon Corporation's bond company for the Clackamas Highway project is:

United Pacific Insurance Co.
Bond No. U504529

This bond was issued on behalf of Mocon Corporation. I understand that you are owed $ 1,900.00 for two neon "OPEN" Signs. Only one of these signs was used on the Clackamas Highway project.

Enclosed is a copy of Robert Gormsen's March 22, 1982 letter concerning filing a claim against a contractor's bond.

Earl Mershon
Earl Mershon
Project Manager

cc: Marion Craft
Robert Gormsen

EM/lg

COLUMBIA NEON CO.

January 6, 1986

Ms. Linda Ahrens
Gaynetco
10416 N. E. Marx
Portland, Oregon 97220

Re: Contract #9793 - Sign work
S.E. 122nd Ave. /Rock Creek
Clackamas Highway

Dear Ms. Ahrens;

Our letter is to certify that our construction of an "OPEN" neon sign complies with OSHD Standards as set forth in Oregon State Highway Division Drawing S-18, dated April, 1970. And as approved with state stamp dated September 3, 1985, and signed by D. C. Miller.

Very truly yours,

COLUMBIA NEON CO., INC.

Mike Carulli
Sales Representative

MC:mr

1820 EAST BURNSIDE STREET / PORTLAND, OREGON 97214-1597 / (503) 232-8153

COLUMBIA NEON COMPANY

SALES - RENTALS - MAINTENANCE

TELEPHONE 232-8153
1820 E. BURNSIDE STREET
PORTLAND, OREGON 97214-1597

Customer's Order No. Job#5981 PO#F5-204
Date Oct. 14th 1985
Name GAYNETCO
Address 10416 N. E. Marx
Portland, Oregon 97220

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT

QUAN.	DESCRIPTION	PRICE	AMOUNT
Mfg.			
2	single face neon "Stop" signs		
as per	specifications @	950.00	$1,900.00
	TOTAL		

ALL claims and returned goods MUST be accompanied by this bill

F 6335

Rec'd by

Pasted
11/1/85

Salesman Mike

Sketch No. Pencil

COLUMBIA NEON CO.
WORK ORDER

No. 5981

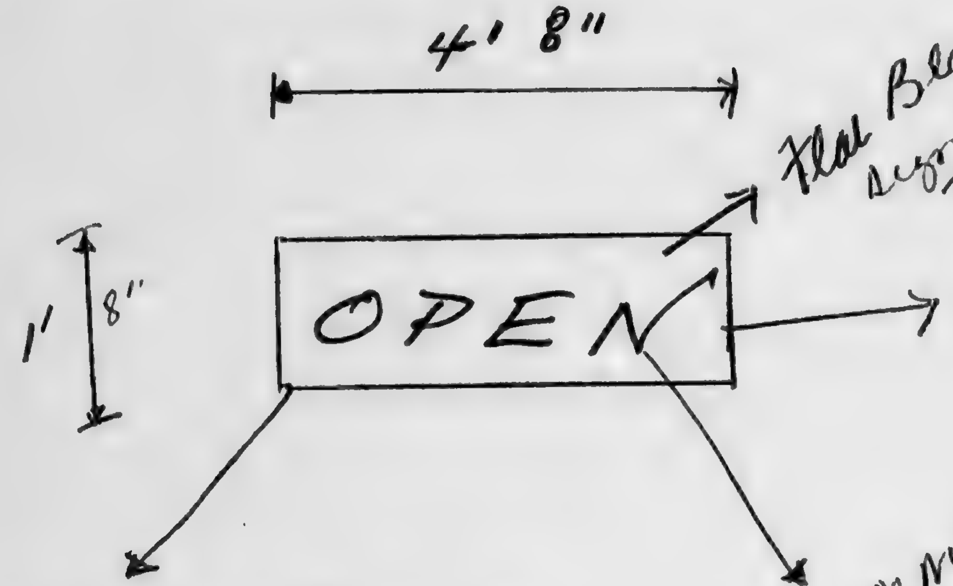
Date Sept 16, 1985

NAME Caynetco Co

Promise Date SAP

ADDRESS 10[illegible]16 N.E. Mary - Portland 97220

	STYLE	LENGTH	WIDTH	BACKGROUND COLOR	LOCATION
M	fg			as per	70 B
2	S/F	4'8"	1'8"	specification	Over Store
	Neon				
	W/ 3/4" Mesh Flattened Expanded Metal Face				



Flat Black
Sign Cabinet
Tube Compartment
Balance ~~Painted~~ Interstate Green
As Per Specification
[illegible]

W/ 3/4" mesh
Flattened
Expanded Face
Painted
Flat Black
Hardware
Match
Mesh Face

10 MM/60MA
Clear Red Neon

KB

	COPY	Letter Style	Size	Paint Color	Outline Color	Tube Color	Number Tubes	Milli Amps.
	OPEN		11 3/4"	Tall				
		SEE SPECIFICATIONS						

	BORDERS OR OUTLINE	Paint Color	Tube Color	Approx. Footage	Milli Amps.
	Interstate Bridge Color	Either Miller or Rodda			
		w/ Mix # 317 Bridge # Paint			

ADDITIONAL EQUIPMENT

TRANS. LPF .... HPF ....

FLASHER TYPE ....

EFFECT ....

LAMPS. SIZE ....

TIME CLOCK ....

STRUCTURE ....

COMPLETED: DATE .... BY ....

THE IVY PRESS 136880 2800 1-76

1-SIGN $950.00

② RUSH

gaynetco

LETTER OF TRANSMITTAL

DATE 9/10/85 JOB NO. 9793

ATTENTION: Mike Carulli

RE: S.E. 122nd + Rock Creek

TO: Columbia Neon
1820 East Burnside
Portland, OR 97214-1597

GENTLEMEN:

WE ARE SENDING YOU ☒Attached ☐Under separate cover via ________ the following items: ☐Shop drawings ☐Prints ☐Plans ☐Samples ☐Specifications ☐Copy of letter ☐Material Submittals ☐ ________

COPIES	DATE	NO.	DESCRIPTION
1	6/21/85	–	Neon 'OPEN' sign

THESE ARE TRANSMITTED as checked below:

☐For approval ☐Approved as submitted ☐Resubmit ____ copies for approval

☒For your use ☒Approved as noted ☐Submit ____ copies for distribution

☐As requested ☐Returned for corrections ☐Return ____ corrected prints

☐For review and comment ☐ ________

REMARKS Fabricate sign as soon as possible

COPY TO: file

SIGNED: Gaynet E. Nelson

10416 N.E. MARX (503) 256-9711 PORTLAND, OREGON 97220

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OREGON 97302
PHONE 399-1470

RECEIVED
SEP 10 1985
Ans'd............

LETTER OF TRANSMITTAL

DATE 9-9-85	JOB NO. 137
ATTENTION	
RE: SE. 122ND - ROCK CR.	
OSHD 9793	

TO GAYNETCO, INC.
10416 N.E. MARX
PORTLAND, OR 97220

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via ____________ the following items:

☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ____________

COPIES	DATE	NO.	DESCRIPTION
~~3~~2			"OPEN" SIGN

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ______ copies for approval

☐ For your use ☒ Approved as noted ☐ Submit ______ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ______ corrected prints

☐ For review and comment ☐ ____________

☐ FOR BIDS DUE ____________ 19 ______ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ____________

COPY TO ____________

SIGNED: Wade K. Wakayama

If enclosures are not as noted, kindly notify us at once.

gaynetco

June 17, 1985

Columbia Neon Company
1820 East Burnside Street
Portland, Or. 97214-1697

Attention: Mr. Mike Carulli

Re: ORDOT Contr #9793
122nd & Rock Creek

Dear Mr. Carulli,

Enclosed you will find our Purchase Order #F5-204 for 1 (one) neon sign for the above referenced project. We will need a shop drawing from you as soon as possible for State approval before you start fabrication. Please send these to me at the address indicated on the PO.

If you have any questions, please feel free to give me a call.

Thank You,

Linda Ahrens

Linda Ahrens

LA/fm
enclosures

10416 N.E. MARX (503) 256-9711 PORTLAND, OREGON 97220

purchase order

TRIP

gaynetco

PURCHASE ORDER

10416 N.E. MARX
PORTLAND, OREGON 97220
(503) 256-9711

ORDER NO.
F5-204

ABOVE ORDER NO. MUST APPEAR ON ALL PAPERS AND PACKAGES RELATIVE TO THIS ORDER.

VENDOR: Columbia Neon Co.
1820 East Burnside St
Portland, OR 97214-1597
Attn: Mr. Mike Carulli

SHIP TO: will call

REQUISITION NO.	TERMS	DATE REQUIRED	SHIP VIA	ROUTING	DATE
F5-204	Net 30 days	ASAP	will call	our truck	6-17-85

PLEASE ENTER OUR ORDER FOR GOODS LISTED BELOW

QUANTITY ORDERED	QUANTITY RECEIVED	STOCK NUMBER	DESCRIPTION	UNIT PRICE	TOTAL
			reference project # 9793 122ND & Rock Creek		
1		Neon Sign	"Open" per state (OR) approved specs.		

Make license

7/17/1985
2 signs
Okay

Gary & Dave
on these P.O#
as per Mike

SEND COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING.

IMPORTANT
PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UN-

PURCHASING AGENT: Linda Ahrens

RECEIVED BY:

DATE RECEIVED: / /

COLUMBIA NEON CO.

May 20, 1985

Gaynet E. Melsheimer, President
Gaynetco
10416 N. E. Marx
Portland, Oregon 97220

Dear Ms. Melsheimer:

Thank you for the opportunity to submit a quotation on sign work for your consideration.

To manufacture a neon "Open" sign as per specifications furnished our price is $950. This price is F.O.B. our shop.

I hope that our quotation meets with your approval and look forward to hearing from you.

Sincerely yours,

COLUMBIA NEON CO., INC.

Mike Carulli
Sales Representative

MC:mr

1820 EAST BURNSIDE STREET / PORTLAND, OREGON 97214-1597 / (503) 232-8153

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 22, 1982

IN REPLY REFER TO
FILE NO.

CON 4

TO: INTERESTED PERSONS

FROM: Robert W. Gormsen, Manager RWG
Commission Services

SUBJECT: Filing a Claim for Payment Against a Contractor's Bond

Oregon law allows any person to file a claim against a contractor by preparing a claim letter and submitting it to Robert W. Gormsen, Commission Services, Room 121, Transportation Building, Salem, OR 97310.

The claim letter should contain the Highway contract number, a description of the work performed or material delivered, the amount due and the name and address of the person (usually a subcontractor or supplier) making the claim.

When the claim letter is received in Salem, the Salem office will officially file the claim with the Secretary of State and send copies of that filing to the prime contractor and to the surety who drew the bond.

There is no charge for the service and no attorney is required.

The Commission Services phone number is 378-6526.

RWG:js

cc: All Region, District& Project Managers

737-0148

9793

March 27, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
9793

Re: Time Extension Request
SE 122nd Ave.-Rock Creek Junction
Contract No. 9793
FAP No. IX-74(9)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

You have requested an additional 31-1/2 calendar days in which to complete phase "A" of this contract due to an overrun in the quantity of CTB, an overrun in the quantity of A.C. mixture, added driveways, added mail box turnouts, an added right turn lane, and additional work on Highway No. 212.

The overrun in CTB and A.C. quantities warrants an additional 11 calendar days. The added driveways and mailbox turnouts warrant an additional four (4) calendar days. The added right turn lane work was performed after time count on phase "A" was stopped. The claim for additional time for added work on Highway 212 is not valid and is denied.

A contract time adjustment of an additional 15 calendar days is granted for phase "A" of this contract for the above stated reasons.

You have requested an additional 140 calendar days for completion of phase "B" of this contract for the previously stated reasons and for extra work performed. Our analysis indicates that the extra work items required an additional 71 calendar days to perform. A contract time adjustment of an additional 86 calendar days is granted for completion of phase "B" of this contract.

The adjusted contract time of completion for phase "A" of this contract is September 30, 1985, and there remains 16 calendar days of liquidated damages under this phase of the contract.

The adjusted contract time of completion for phase "B" of this contract is January 25, 1986. There remains 54 calendar days of liquidated damages under this phase of the contract.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Earl Mershon.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	Earl Mershon	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 12, 1987

FROM: Marion Craft
MARION CRAFT
Construction Engineer

SUBJECT:

SE 122nd Avenue-Rock Creek Junction
Clackamas Highway
Contract No. 9793

Attached is a time extension request from Mocon Corporation on this Clackamas Highway project. The attached date sheet by Larry Christianson shows the pertinent dates concerning time.

The contractor has overrun Part A by 31 days and Part B by 140 days. Earl Mershon, in his analysis, has recommended 15 calendar days for Part A and 86 calendar days for Part B.

I agree with the analysis and his recommendation, leaving as liquidated damages ~~15~~ 16 calendar days under Part A and 54 days under Part B.

MC:cms
Attachments

cc: Earl Mershon

3-25-87

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 15 C.D. time extension for phase "A" and an 86 C.D. time extension for phase "B".

O. B. Jackmond

[illegible]

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(9)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71111

3A. COUNTY NAME Clackamas

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 21, 1986

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:

S. E. 122nd Ave. - Rock Creek Junction

11. GENERAL DESCRIPTION OF WORK

Monument the Right-of-Way boundary

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/21/86 as requested in Mr. Fredrickson's letter of 9/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $24,000; Federal Funds $20,400.

RECEIVED
STATE HWY ENGR
SEP 19 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | ct | ile

14. DATE 9/18/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1986-0273

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 29 1986
BARBARA ROBERTS
SECRETARY OF STATE

August 28, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9793

Ronald F. McConnell
dba Steinman Bros. Drilling Co.
3023 S.E. Holly Avenue
Milwaukie, OR 97222

We have received your letter dated August 6, 1986, with attached documentation, filing a claim against the following Highway Division contract:

FILED BY:	Ronald F. McConnell dba Steinman Bros. Drilling Co.
AMOUNT:	$2,219.68
FOR:	Well drilling costs
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9793
PROJECT:	S.E. 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
SEP 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
9-5-86 cc

9793

August 28, 1986

CON 5 - #9793

Ronald F. McConnell
dba Steinman Bros. Drilling Co.
3023 S.E. Holly Avenue
Milwaukie, OR 97222

We have received your letter dated August 6, 1986, with attached documentation, filing a claim against the following Highway Division contract:

FILED BY:	Ronald F. McConnell dba Steinman Bros. Drilling Co.
AMOUNT:	$2,219.68
FOR:	Well drilling costs
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9793
PROJECT:	S.E. 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

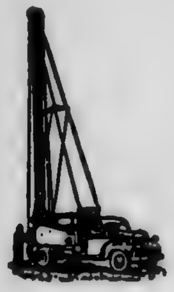
NOTED ON CARD
8-28-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

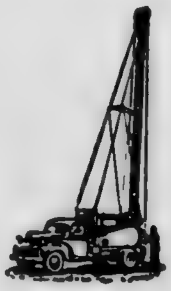
bbc: Bryant Jackmond

FKN:cc

Oregon License No. 1 :: Since 1936



STEINMAN BROS. DRILLING CO.
Well Drilling Contractors
Telephone 654-2890
3023 S.E. HOLLY AVE. MILWAUKIE, OR 97222



August 6, 1986

Mr. Robert W. Gormsen, Manager
Department of Transportation
Commission Services
Transportation Building
Room 121
Salem, Oregon 97310

SUBJECT: Claim for Well Drilling
and Abandonment Costs
S. E. 122nd. Avenue and
Rock Creek Junction
Clackamas Highway
Contract # 9793

Dear Mr. Gormsen:

I wish to file a claim against a contractor's bond for the balance due on Well Abandonment #16A-84/Schoppert; Well Abandonment #16B-84/Oregon State Highway Department; and Well #19-84/Schoppert: Replacement Well for Well Abandonment #16A-84/Schoppert. The contractor is: Mocon Corporation, P. O. Box 3258, Salem, Oregon 97302; bonding company: United Pacific Insurance Co.; Bond No. U504529. The remaining balance due from Mocon Corporation is $2,219.68 for the above described work under Contract #9793 (File No.: CON 5 9793).

Sincerely,

Ronald F. McConnell by jj

Ronald F. McConnell
dba Steinman Bros. Drilling Co.

Enclosures: Statement
List of events

RFM:jj

RECEIVED
AUG 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 SE Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE August 6, 1986
NUMBER Mocon Job #137
Purchase Order #1631

Well Abandonment #16A-84/Schoppert
Well Abandonment #16B-84/Oregon State Highway Department
Well #19-84/Schoppert (Abandonment #16A-84/Schoppert): Replacement Well for Well Abandonment #16A-84/Schoppert

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Subject: Claim for Well Drilling Costs
S. E. 122nd. Avenue-Rock Creek Junction
Clackamas Highway, Contract #9793

TERMS: PAST DUE: Net 10 days of Statement dated September 6, 1984; 1-1/2% per month thereafter (18% per annum)

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

File No.: CON 5 9793

$

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
Mocon Corporation's bond company and number: United Pacific Ins. Co., Bond # U504529		
9-6-84	Water Well #19-84/Schoppert (Replacement well for Well Abandonment #16A-84/Schoppert)	
	ITEM #1--Domestic Water Well #19-84	$2,912.00
	ITEM #2--Pump Installation	132.00
	ITEM #3--Building Assembly & Installation	725.35
	ITEM #4--Contracting Fees	565.40
	Total Cost of Consideration	$4,334.75
	Mocon's agreed 50% of the Cost of the Consideration given to Ray and [illegible] Schoppert as the value of the mistakenly abandoned well at Rock Creek Junction (Well Abandonment #16A-84/Schoppert), while serving as the contracting agent for the Oregon State Highway Department on the Rock Creek Junction Project in Clackamas County.	$2,167.38
	Remaining balance on Well Abandonments #16A-84/Schoppert & #16B-84/Oregon State Hwy. Department ($900.00 - $352.00 - $495.70 =)	52.30
	Balance Due	$2,219.68

RECEIVED
AUG 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

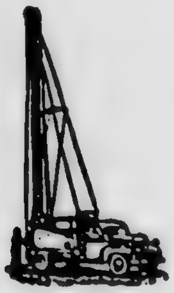
PAY LAST AMOUNT IN THIS COLUMN

✓ Copy: Department of Transportation, Robert J. Gormsen, Manager, Commission Services, Room 121, Transportation Building, Salem, Oregon 97310

STEINMAN BROS. DRILLING CO.

Thank You

Oregon License No. 1 :: Since 1936



STEINMAN BROS. DRILLING CO.
Well Drilling Contractors
Telephone 654-2890
3023 S.E. HOLLY AVE. MILWAUKIE, OR 97222

The following is a list of events leading up to, during and after the Well Abandonments #16A-84 and #16B-84 at Rock Creek Junction, completed for Mocon Corporation, serving as contracting agent for the Oregon State Highway Department on the Rock Creek Junction Project in Clackamas County, Oregon; and the construction of Water Well #19-84/Schoppert, to replace the mistakenly abandoned well belonging to Ray and Fred Schoppert, Well Abandonment #16A-84/Schoppert.

5/17/84 Bob Morrow of Mocon Corporation initiated contact at Clackamas, Oregon, with Ron McConnell, owner, dba Steinman Bros. Drilling Co.

5/29/84 Bob Morrow of Mocon Corporation called and left a message for Ron McConnell to return his call as he wants to discuss the abandonment of the well at Rock Creek.

5/29/84 At 6:56 pm, Ron returned Bob Morrow's call at 399-0022 in Salem but Mr. Morrow was not in at that time.

6/2/84 Ron McConnell located a well with a pumphouse at Rock Creek Junction about 10-15 feet from the upper creek on the Sprague Fruit Stand side of the road at the intersection.

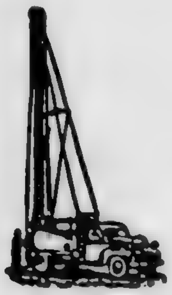
6/6/84 Bob Morrowed called discuss the well abandonment at Rock Creek Junction and gave a verbal request to proceed. At this time, Ron informed Bob of the location of the well he had found on June 2, 1985, about 10-15 feet from the upper creek on the Sprague Fruit Stand side of the road at the intersection.

6/12/84 Received written confirmation for well abandonment #16A-84:
1. Dated 6/12/84, Purchase Order#1631, Job No. 137, stating, "Remove pumphouse and fixtures, fill well with cement grout in accordance with Oregon State Water Resources Dept. Standards. Cut casing off below grade - 24".
Provide copy of reports as required.
Amount $600.00."
2. Routing-Request, dated 6/11/84, "To Ron, Please complete and return W-4. We will make a couple hours payroll on you to save a lot of other paper work with the Highway Dept. From Bob Morrow", attached to W-4.

6/15/84 Signed and mailed copy of Purchase Order #1631, Job #137, to Mocon Corporation along with completed and signed W-4 as requested.

6/16/84 Well Abandonment #16A-84 was completed with the removal of the pumphouse; pump, pressure tank, and other fixtures; perforation of steel well casing; removal of casing 24-inches below grade; and the pressure pumping of 24 sacks of cement with 5% bentonite.

6/16/84 Upon completion of abandonment, Mr. Sprague, property renter of Well Abandonment #16A-84 property and owner-manager of the fruit stand at Rock Creek Junction, questioned the Highway Department ownership of the well abandonment property.



Page 2-List of events
Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Dept.
Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

6/16/84 At 8:08 pm, Ron called Bob Morrow of Mocon Corporation at 399-0022 in Salem but he was not in at that time. Ron requested that Bob return his call as soon as possible.

6/17/84 Bob Morrow returned Ron's call and discussed the situation. Ron told Bob that Mr. O. Sprague, the owner-manager of Sprague's Fruit Stand at Rock Creek Junction, had questioned the Oregon State Highway Departments' ownership of the Well Abandonment #16A-84 property.

6/18/84 Ron McConnell called Ray Schoppert at 668-4844 in Sandy at 5:43 and 8:04 pm, to inform him of what had taken place with Well Abandonment #16A-84. Ray Schoppert said he would have his brother Fred Schoppert call to discuss the matter with Ron and Bob Morrow.

6/19/84 Ace Way of Mocon Corporation called and reported that they had uncovered the "other well" to be adandoned on June 18, 1984, after Ron's call to Bob Morrow about the possible abandonment of the wrong well.

6/21/84 Ron McConnell met with Ace Way of Mocon Corporation and was shown the "other well" to be abandoned. (Abandonment #16B-84/OSHD)

6/21/84 Abandoned Oregon State Highway Departments' well, Well Abandonment #16B-84/Oregon State Highway Department.

6/21/84 Ron McConnell called Bob Morrow at 922-5496 in Umatilla at 12:17 pm to discuss the mistakenly abandoned well (Well Abandonment #16A-84/Schoppert) and the drilling of a replacement water well for Ray and Fred Schoppert for the value of their mistakenly abandoned well.

6/23/84 & 6/24/84 Called Fred Schoppert at 919-897-8448 in Dunn, N. C., to discuss consideration for the value of the mistakenly abandoned well by Mocon Corporation.

6/26/84 & 6/27/84 Called Bob Morrow at 922-5496 in Umatilla and reached a verbal agreement that the charges for the rental of the equipment, supplies, the labor, the materials, and other subcontractors fees shall be borne equally by Steinman Bros. Drilling Co. and Mocon Corporation, for Ronald McConnell, dba Steinman Bros. Drilling Co., to implement the following as consideration to be given to Ray and Fred Schoppert for the value of their mistakenly abandoned well at 122nd-Rock Creek Junction in Clackamas County, Oregon:

1. The drilling of a well at least 85 feet deep and producing 12-15 g.p.m. at a location selected by the property owner and/or owners, Ray and Fred Schoppert.

Page 3-List of events
Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Dept.
Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

2. The inspection of the pump, and the installation of the existing pump, pump pipe and pressure tank to pump water.
3. The assembly and installation of:
   a. A steel 49" X79-1/2" "YARDSAVER" building by Arrow,
   b. 4-12" pier blocks with saddles,
   c. 2-inches of crushed rock spread within the building, and
   d. 1-inch of Polystyrene insulation glued inside the steel building.
4. The installation of a faucet head inside the building at the pressure tank.

6/28/84 Ron McConnell called Fred Schoppert at 919-897-8448 in Dunn, N. C. at 8:28 pm, explaining the above stated terms of the offer made jointly by Mocon Corporation and Ronald F. McConnell, owner, dba Steinman Bros. Drilling Co., as consideration to be made to Ray and Fred Schoppert for the value of their mistakenly abandoned water well at 122nd-Rock Creek Junction, also described as Tax Lot #900, N. E. 1/4 of the S. W. 1/4 of Section 12 of Township 2-South, Range 2-East of the Willamette Meridian. It was also explained that the consideration/remedies would be implemented/completed by Ronald F. McConnell, owner, dba Steinman Bros. Drilling Co., and the charges for the rental of the equipment, the labor, the materials, supplies, and other subcontractors would be equally borne by Steinman Bros. Drilling Co. and Mocon Corporation. Mr. Fred Schoppert verbally accepted the terms of the offer on behalf of himself and his brother, Ray Schoppert of Sandy, Oregon.

6/29/84 Received Payroll Check #4875, dated 6/23/84, for Ronald F. McConnell in the amount of $352.00 as total earnings for 16 hours of labor at $22.00 per hour from Mocon Corporation for work on Well Abandonments #16A-84 and #16B-84.

7/13/84 Mailed letters of acceptance of the terms of the agreement to:

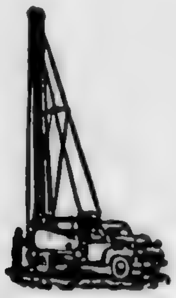
Mr. Fred Schoppert of Route 1, Box 12, Linden, North Carolina 28356

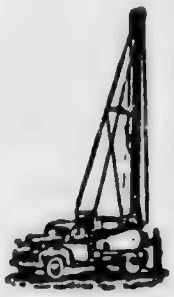
Mr. Ray Schoppert of 38720 S. E. Serban Road, Sandy, Oregon 97055

Mr. Robert Morrow of Mocon Corporation, P. O. Box 3258, Salem, Oregon 97302

Copies to: Mr. David Willhite, Oregon State Highway Dept.
5821 N. E. Glisan, Portland, Oregon 97213

7/14/84 Drilled Water Well #19-84/Schoppert at 122nd-Rock Creek Junction, Clackamas County, Oregon, also described as Tax Lot #900, N. E. 1/4 of the S. W. 1/4 of Section 12 of Township 2-South, Range 2-East of the Willamette Meridian.





Page 4-List of events
Well Abandonments #16A-84/Schoppert and #16B/Oregon State Highway Dept.
Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

7-21-84 Steinman Bros. Drilling Co. billed Mocon Corporation for the balance due on Well Abandonments #16A-84/Schoppert and #16B-84/ Oregon State Highway Dept.

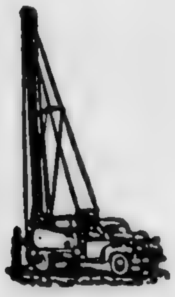
6/16/84-Well Abandonment #16A-84/Schoppert The cost of the $600.00 well abandonment to be equally borne by Mocon Corporation and Ronald F. McConnell, owner, dba Steinman Bros. Drilling Co.	$300.00
6/21/84-Well Abandonment #16B-84/Oregon State Highway Department	$600.00
Total amount due on well abandonments	$900.00
6/29/84-Less payment of labor, Payroll Check #4875, dated 6/23/84, Mocon Corporation Well Abandonment #16A-84 8 hours Well Abandonment #16B-84 8 hours	352.00
Charges for rental of equipment, materials, supplies, and other subcontractors fees	$548.00

7/25/84 Received written confirmation and acceptance of agreement from Fred Schoppert, dated 7/24/84. (Request mailed on 7/13/84.)

8/1/84 Second request for written acceptance and acknowledgement of the terms of the verbal agreement of June 26, 27, 28, and 29, 1984 between Robert Morrow of Mocon Corporation, Ronald F. McConnell, owner, dba Steinman Bros., and Ray and Fred Schoppert, from Mr. Robert Morrow of Mocon Corporation. The second request for written acceptance from Mocon Corporation requested the return of an enclosed additional copy of the letter to Robert Morrow of Mocon Corporation, dated July 13, 1984, marked "Please return" in yellow ink.

8/2/84 Received from Mocon Corporation a returned yellow copy of the Water Well Report for Well Abandonment #16B-84/Oregon State Highway Department (State of Oregon, Department of Transportation, Highway Division), Contractor: Mocon Corporation.

8/16/84 Ronald F. McConnell, dba Steinman Bros. Drilling Co., wrote a letter to Mocon Corporation stating that he assumed that the return of the yellow copy of the Water Well Report for Well Abandonment #16B-84/Oregon State Highway Department, on August 2, 1984, represented and constituted acceptance of the verbal agreement between Mr. Robert (Bob) Morrow of Mocon Corporation, Ronald F. McConnell, owner, dba Steinman Bros. Drilling Co., and Ray and Fred Schoppert, as outlined and itemized in the letter to Mr. Robert Morrow of Mocon Corporation, dated July 13, 1984.



Page 5-List of events
Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Dept. Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

8/16/84 Inspection of existing pump by Sanetel Pumps, Inc.; and installation of a faucet at the pressure tank, installation of the existing pump, pump pipe, control box and pressure tank to pump water by Bryan Ross of Sanetel Pumps, Inc. and Ronald F. McConnell, dba Steinman Bros. Drilling Co.

8/17/84 Received written confirmation and acceptance of agreement from Ray Schoppert, dated August 13, 1984. (Follow-up request dated July 23, 1984.)

8/21/84 Recipt of Check #08999, dated 8/7/84, drawn in the amount of $495.70 from Mocon Corporation.

8/22/84 Billed Mocon Corporation for the remaining balance due on Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Department

Billed Mocon Corporation for the remaining balance due on Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Department	$900.00
Payments on Account:	
6/29/84-Check #4875, dated 6/26/84, Labor (16 hours at $22.00 per hour=$352.00 less deductions of $93.87=$258.13 net pay.)	352.00
8/21/84-Check #08999, dated 8/17/84, Rental of equipment, supplies, materials and other subcontractors fees	495.70
Remaining balance due on Well Abandonments	$ 52.30

9/06/84 Installation of steel "YARDSAVER" storage building by Arrow with 1-inch glued Polystyrene insulation and treated wood foundation on four saddle pier blocks, and a crushed rock floor.

9/06/84 Billed Mocon Corporation for:

Item 1--Domestic Water Well #19-84/Schoppert:	
Drilling of a 12-15 gpm water well 176 feet at $16.00 per foot	$2,816.00
Installation of surface seal 12 sacks of cement at $8.00 per sack	96.00
Total amount due on Well #19-84/Schoppert	$2,912.00
Item 2--Inspection of the existing pump, installation of a faucet at the pressure tank, and installation of the existing pump, pump pipe, control box and pressure tank	
Sanetel Pumps, Inc.	$ 100.00
Labor: 2 hours at $16.00 per hour	32.00
Total amount due on Pump Installation	$ 132.00

Page 6-List of events
Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Dept.
Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

9-06-84 Billed Mocon Corporation for: (continued)
Item 3--Assembly and installation of a steel "YARDSAVER" storage building by Arrow with 1-inch glued Polystyrene insulation and treated wood foundation on four saddle pier blocks, and crushed rock flooring.

Supplies and materials	$ 213.35
Labor: 32 hours at $16.00 per hour	512.00
Total amount due on Building Installation	$ 725.35

See correspondence, dated July 13, August 1, and August 16, 1984, concerning the telephone conversations and verbal agreement concluded on June 28 and 29, 1984, between Robert Morrow of Mocon Corporation, Ronald F. McConnell, dba Steinman Bros. Drilling Co., and Ray and Fred Schoppert, which detailed the work to be completed by Ronald F. McConnell, dba Steinman Bros. Drilling Co., on behalf of Mocon Corporation, the contracting agent of the Oregon State Highway Department's Rock Creek Junction Project at S. E. 122nd Avenue and S. E. 224th Avenue in Clackamas County, Oregon, and Ronald F. McConnell, dba Steinman Bros. Drilling Co., as consideration of the value of the mistakenly abandoned well owned by Ray and Fred Schoppert. The charges for the described work, completed by Ronald F. McConnell, dba Steinman Bros. Drilling Co., including rental of equipment, labor, supplies, materials and subcontractors fee, shall be borne equally by Mocon Corporation, P. O. Box 3258, Salem, Oregon 97302, and Ronald F. McConnell, dba Steinman Bros. Drilling Co., 3023 S. E. Holly Avenue, Milwaukie, Oregon 97222.

ITEM 1--Domestic Water Well #19-84	$2,912.00
ITEM 2--Pump Installation	132.00
ITEM 3--Building Assembly and Installation	725.35
	$3,769.35
Contracting Fees of 15%	565.40
Total Cost of Consideration	$4,334.75

Page 7--List of events
Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Dept.
Construction of Well #19-84/Schoppert to replace abandoned well (Abandoned Well #16A-84/Schoppert).

9/06/84	Billed Mocon Corporation for: (continued)	
	Total Cost of Consideration (Total charges incurred in satisfying the consideration given to Ray and Fred Schoppert for the value of the mistakenly abandoned water well--Well Abandonment #16A-84/Schoppert.)	$4,334.75
	Steinman Bros. Drilling Co.'s 50%	$2,167.37
	Mocon Corporation's 50% of the Value of the Consideration	$2,167.37
	Remaining balance due on Well Abandonments #16A-84/Schoppert and #16B-84/Oregon State Highway Department	52.30
	Total Remaining Balance Due	$2,219.67
9/29/84	Received written "Statement of Acceptance and Satisfaction of Work" from Fred Schoppert, dated 9/26/84, for work completed. (Request dated 9/19/84).	

No. 1631

THIS NUMBER MUST
APPEAR ON ALL
DOCUMENTS.

Job No. 13

MOCON CORPORATION
P.O. BOX 3258 • SALEM, OREGON 97302
(503) 399-1470

TO Seller,
STEINMAN BROS DRILLING
3023 SE HOLLY AVE
MILWAUKIE, OR 97222

Date 6/12/84

SHIP TO: 122^ND - ROCK CREEK

Seller Agrees to Start Delivery ASAP. Complete Delivery ______ ( ) in one lot ( ) in quantities at times specified by Buyer

The Contract, General Terms, Plans and Specification Applying to this order (Customer's Contract Documents) Are [✓] No Documents Apply (

Payment Terms: NET 30 DAYS

Delivery F.O.B.

Ship Via

ITEM NO.	QUANTITY	CODE	DESCRIPTION	UNIT PRICE	AMOUNT
			REMOVE PUMPHOUSE AND FIXTURES,		$ 600^00
			FILL WELL WITH CEMENT GROUT		
			IN ACCORDANCE WITH OREGON		
			STATE WATER RESOURCES DEPT.		
			STANDARDS.		
			CUT CASTING OFF BELOW GRADE-24"		
			PROVIDE COPY OF REPORTS AS REQUIRED		

RECEIVED 6/12/84

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

No. 1631
THIS NUMBER MUST APPEAR ON ALL DOCUMENTS.

MOCON CORPORATION

P.O. BOX 3258 • SALEM, OREGON 97302
(503) 399-1470

Job No. ~~E5~~ 13

TO Seller,
STEINMAN BROS DRILLING
3023 SE HOLLY AVE
MILWAUKIE, OR 97222

Date 6/12/84
SHIP TO: 122ND - ROCK CREEK

Seller Agrees to Start Delivery ASAP. Complete Delivery ____ ( ) in one lot ( ) in quantities at times specified by Buyer

The Contract, General Terms, Plans and Specification Applying to this order (Customer's Contract Documents) Are ✓) No Documents Apply (

Payment Terms: NET 30 DAYS | Delivery F.O.B. | Ship Via

ITEM NO.	QUANTITY	CODE	DESCRIPTION	UNIT PRICE	AMOUNT
			REMOVE PUMPHOUSE AND FIXTURES,		$ 600.00
			FILL WELL WITH CEMENT GROUT		
			IN ACCORDANCE WITH OREGON		
			STATE WATER RESOURCES DEPT.		
			STANDARDS.		
			CUT CASTING OFF BELOW GRADE - 24"		
			PROVIDE COPY OF REPORTS AS REQUIRED		

RECEIVED 6/12/84

IMPORTANT:
• ACCEPTANCE COPY MUST BE SIGNED AND RETURNED IMMEDIATELY.
• SELLER BY SIGNING THE ORDER OR BY ACKNOWLEDGING THE ORDER, OR BY DELIVERING PURCHASES DESCRIBED ABOVE, WARRANTS THAT SELLER HAS READ AND AGREES TO THE TERMS AND CONDITIONS ON THE FACE AND REVERSE SIDES OF THIS ORDER; THAT SELLER HAS READ AND IS FAMILIAR WITH CUSTOMER'S CONTRACT DOCUMENTS, IF ANY, DESCRIBED ABOVE, HEREBY MADE A PART OF THIS ORDER AS FULLY AS IF WRITTEN HEREIN; AND THAT ALL PURCHASES HEREIN WILL BE AND ARE FURNISHED IN ACCORDANCE WITH THE TERMS OF THIS ORDER, CUSTOMER'S CONTRACT DOCUMENTS, IF ANY, AND SELLER'S SAMPLES, IF ANY, APPROVED BY BUYER.

Accepted by Seller ____
Title ____

MOCON CORPORATION
By Robert Mon[illegible]

VENDOR COPY

MOCON

TO Seller,
STEINMAN BROS DRILLING
3023 SE HOLLY AVE
MILWAUKIE, OR 97222

Date 6/12/84
SHIP TO: 122ND - ROCK CREEK

Seller Agrees to Start Delivery ASAP. Complete Delivery ________ ( ) in one lot ( ) in quantities at times specified by Buyer

The Contract, General Terms, Plans and Specification Applying to this order (Customer's Contract Documents) Are [✓] No Documents Apply ( )

Payment Terms: NET 30 DAYS | Delivery F.O.B. | Ship Via

ITEM NO.	QUANTITY	CODE	DESCRIPTION	UNIT PRICE	AMOUNT
			REMOVE PUMPHOUSE AND FIXTURES,		$600 00
			FILL WELL WITH CEMENT GROUT		
			IN ACCORDANCE WITH OREGON		
			STATE WATER RESOURCES DEPT.		
			STANDARDS.		
			CUT CASTING OFF BELOW GRADE - 24'		
			PROVIDE COPY OF REPORTS AS REQUIRED		

RECEIVED 6/12/84

IMPORTANT:
- ACCEPTANCE COPY MUST BE SIGNED AND RETURNED IMMEDIATELY.
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MOCON CORPORATION

Accepted by Seller ____________________

Title ____________________

By Robert Moro

VENDOR COPY

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OR 97302

SALEM OR 973 PM 11 JUN 1984

SALEM OREG. 11 JUN 84

Scotch® 7664 "Post-it" Routing-Request Pad

ROUTING - REQUEST

Please

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

S.E. 122nd Ave.-Rock Cr. Jct. Sec.
Grading, Paving, Structures, Signing,
Signals, Landscaping & Building

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OR 97302

SALEM OR
PM
11 JUN
1984
SALEM OREG.

Scotch® 7664 "Post-it" Routing-Request Pad

ROUTING - REQUEST

Please
☐ READ
☐ HANDLE
☐ APPROVE
and
☐ FORWARD
☑ RETURN
☐ KEEP OR DISCARD
☐ REVIEW WITH ME

To RON
PLEASE COMPLETE &
RETURN W-4 - WE
WILL MAKE A CUPLE
HOURS PAYROLL ON YOU TO
SAVE A LOT OF OTHER
PAPER WORK WITH THE HIGHWAY DEPT

Date 6/11/84
From

RECEIVED 6/12/84 8:40

.al of all pavement to be removed on the project whether in excavation areas or not will be included in payment for the item "Removal of Structures and Obstructions".

WELL ABANDONMENT

Work to be Done:

Scope - The work to be done consists of the permanent abandonment of one well as indicated on the plans and as specified herein.

Description - The approximate location of the well is indicated on sheet No. 11 of the plans. The well is approximately 87 feet deep.

Laws and Regulations - The well shall be permanently abandoned in accordance with the current Rules and Regulations of the State of Oregon, "Department of Water Resources prescribing General Standards for the Construction and Maintenance of Water Wells in Oregon".

RECEIVED

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OR 97302

SALEM OR PM 11 JUN 1984
SALEM OREG.

RECEIVED 6/12/84

Scotch® 7664 "Post-it" Routing-Request Pad

ROUTING - REQUEST

Please
☐ READ
☐ HANDLE
☐ APPROVE
and
☐ FORWARD
☑ RETURN
☐ KEEP OR DISCARD
☐ REVIEW WITH ME

To RON
PLEASE COMPLETE &
RETURN W-4 - WE
WILL MAKE A COUPLE
HOURS PAYROLL ON YOU TO
SAVE A LOT OF OTHER
PAPER WORK WITH THE HIGHWAY DEPT

Date 6/11/84 From

:213

...al of all pavement to be removed on the project whether in excavation areas or not will be included in payment for the item "Removal of Structures and Obstructions".

WELL ABANDONMENT

Work to be Done:

Scope - The work to be done consists of the permanent abandonment of one well as indicated on the plans and as specified herein.

Description - The approximate location of the well is indicated on sheet No. 11 of the plans. The well is approximately 87 feet deep.

Laws and Regulations - The well shall be permanently abandoned in accordance with the current Rules and Regulations of the State of Oregon, Department of Water Resources prescribing "General Standards for the Construction and Maintenance of Water Wells in Oregon".

Original photo copy from Mocon Corporation marked with blue marker.

RECEIVED
AUG 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The well shall be plugged and abandoned by a Well Water Contractor licensed by the State of Oregon.

Records - A copy of all water well reports and records required by State law shall be submitted to the engineer in addition to those submitted to the Department of Water Resources.

Casing Removal - The casing shall be removed to an elevation [illegible] feet below subgrade.

Payment - Payment for abandonment of the well will be full compensation for removal of well casing that would obstruct road construction, plugging and sealing the well with approved materials, and all other incidental labor and material required for permanent well abandonment and will be made at the contract unit price per each for the pay item "Well Abandonment".

Payment for removal of any pumps, piping or other material associated with the well will be included in the pay item "Removal of Structures and Obstructions".

SECTION 203 - EXCAVATION AND EMBANKMENT FOR ROADWAYS

Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications supplemented and/or modified as follows:

203.01 Scope - This work will include the excavation of materials in digouts in existing roadway surfacing that is alligatored or has otherwise deteriorated and requires removal.

203.03 Embankment Measure Basis of Performance - All earthwork under this Section except "Ditch Excavation" shall be performed on the embankment measure basis. All embankment material other than that obtained from required excavations and existing stockpile on project shall be borrow from sources of the contractor's own choosing with the materials and the taking thereof to be as set forth under the provisions of subsection 203.12.

The existing stockpile of embankment material is located between Stations 340 ± to 345 ± . It is estimated that the stockpile contains between 4 and 5 thousand cubic yards of material.

[illegible] License No. 1

Since 1936

STEINMAN BROS. DRILLING CO.

Well Drilling Contractors

TELEPHONE 654-2890

3023 S. E. HOLLY AVE. MILWAUKIE, OR. 97222

July 13, 1984

Mr. Robert Morrow
MCCON Corporation
P. O. Box 3258
Salem, Oregon 97302

Dear Mr. Morrow:

This letter is in reference to our telephone conversation and verbal agreement of June 29, 1984, concerning the consideration to be given to Ray and Fred Schoppert for the value of their mistakenly abandoned well at 122nd-Rock Creek Junction in Clackamas County, Oregon. As agreed, the remedies will be implemented by Steinman Bros. Drilling Co. and the charges for the rental of the equipment, the labor, the materials, and other subcontractors shall be borne equally by Steinman Bros. Drilling Co. and MCCON Corporation. The items to be completed in consideration of the value of the mistakenly abandoned well are as follows:

1. The drilling of a well at least 85 feet deep and producing 12-15 g.p.m. at a location selected by the property owner and/or owners, Ray and Fred Schoppert, approximately 400 feet west of the existing fruit stand at Rock Creek.
2. The inspection of the pump, and the installation of the existing pump, pump pipe and pressure tank.
3. The assembly and installation of:
    a. A steel 49" X 79-1/2" "YARDSAVER" building by Arrow,
    b. 4-12" X 12" pier blocks with saddles,
    c. 2-inches of crushed rock spread within the building, and
    d. 1-inch of Polystyrene insulation inside the building (glued).
4. The installation of a faucet head inside the building at the pressure tank.

This consideration for the value of the mistakenly abandoned well is given with the understanding that:

1. Eventhough the mistakenly abandoned well was not in use at the time of the abandonment, it was useable and produced potable water intended for use in the future; and
2. The mistakenly abandoned well was not destined for abandonment in the near future.

The following improvements will not be provided by MOCON Corporation and/or Steinman Bros. Drilling Co., and are the responsibility of the owner and/or owners:

1. Digging and filling of trenches to carry electric power lines and/or water lines (pipes) to and/or from the well installation;
2. Electric equipment and installation from the power source to the pump house;
3. Water lines from the pressure tank to distribution points; and/or
4. New pumping equipment including control box, pump pipe, pump cable, pump and/or pressure tank.

If you have any questions, please contact me. Please sign the acknowledgement of receipt of this letter and return in the enclosed, self-addressed envelope. Thank you for your time and consideration.

Respectfully submitted,

Ronald F. McConnell

Ronald F. McConnell
Steinman Bros. Drilling Co.

RFM:jjm
Enclosures: Additional copy to be returned within ten days.
Estimated cost of the remedies.
Water Well Reports of the abandonments of the Fred and Ray Schoppert and the Oregon State Highway Division wells.

ACCEPTANCE

I acknowledge the receipt of this statement and the acceptance of the terms stated above.

Signature: ______________________ Dated: ______________

cc: Mr. David Willhite, Oregon State Highway Department

RECEIVED
JUL 26 1984
MOCON CORP.

"Yellow Copy"

STATE OF OREGON
WATER WELL REPORT
(as required by ORS 537.765)

PLEASE TYPE OR PRINT IN INK

State of Oregon, Department of Transportation, Highway Division

(for official use only)

(1) OWNER: Contractor: MOCON CORPORATION
Name Oregon State Highway Department
Address 5821 N. E. Glisan
City Portland, Oregon 97213 State Oregon

(2) TYPE OF WORK (check):
New Well ☐ Deepening ☐ Reconditioning ☐ Abandon ☒
If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:
Rotary Air ☐ Driven ☐
Rotary Mud ☐ Dug ☐
Cable ☒ Bored ☐

(4) PROPOSED USE (check):
Domestic ☐ Industrial ☐ Municipal ☒
Irrigation ☐ Thermal: Withdrawal ☐ Reinjection ☐
Other: Piezometric ☐ Grounding ☐ Test ☐

(5) CASING ~~INSTALLED:~~ REMOVED
Steel ☒ Plastic ☐
Threaded ☐ Welded ☒
6 " Diam. from -2 ft. to ft. Gauge
" Diam. from ft. to ft. Gauge

LINER INSTALLED: Steel ☐ Plastic ☐ Threaded ☐ Welded ☐
" Diam. from ft. to ft. Gauge

(6) PERFORATIONS:
Perforated? ☒ Yes ☐ No Mills Knife
Size of perforations 1/4 in. by 1-1/2 in.
20 perforations from 60 ft. to 65 ft.
10 perforations from 45 ft. to 47 ft.
10 perforations from 17 ft. to 20 ft.

(7) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot Size Set from ft. to ft.
Diam. Slot Size Set from ft. to ft.

(8) WELL TESTS:
Drawdown is amount water level is lowered below static level
Was a pump test made? ☐ Yes ☒ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
Air test gal./min. with drill stem at ft. hrs.
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow g.p.m.
Temperature of water Depth artesian flow encountered ft.

(9) CONSTRUCTION:
Special standards: Yes ☐ No ☒
Well seal—Material used Cement grout with 5% bentonite
Well sealed from land surface to 87 ft.
Diameter of well bore to bottom of seal 6 in.
Diameter of well bore below seal -- in.
Amount of sealing material 26 sacks ☒ pounds ☐
How was cement grout placed? Pumped through tremmie pipe from the bottom of the well to two feet below the land surface.
Was pump installed? No Type HP Depth ft.
Was a drive shoe used? ☐ Yes ☒ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of Water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.

(10) LOCATION OF WELL by legal description:
County Clackamas ¼ SE ¼ of Section 12 of
Township 2-South (Township is North or South), Range 2-East (Range is East or West), WM.
Tax Lot Lot Block Subdivision
MAILING ADDRESS OF WELL (or nearest address)
S. E. 122nd Ave.-Rock Creek Jct.
Driller's Well #168-84

(11) WATER LEVEL of COMPLETED WELL:
Depth at which water was first found -- ft.
Static level 13 ft. below land surface. Date 6-21-84
Artesian pressure -- lbs. per square inch. Date --

(12) WELL LOG:
Diameter of well below casing --approx.
Depth drilled -- ft. Depth of completed well 87 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. Report each change in position of Static Water Level and indicate principal water-bearing strata.

MATERIAL	From	To	SWL

The well was abandoned in accordance with the current Rules and Regulations of the State of Oregon, Department of Water Resources prescribing "General Standards for the Construction and Maintenance of Water Wells in Oregon". The abandonment of the well took place under the order of MOCON CORPORATION, P. O. Box 3155, Salem, Oregon 97302. Purchase Order #1631, Job #137.

RONALD F. McCONNELL
DBA STEINMAN BROS. DRILLING CO.

RECEIVED 8/2/84 Lm

Date work started June 21, 1984 /completed June 21, 1984
Date well drilling machine moved off of well June 21, 1984 19

(unbonded) Water Well Constructor Certification (if applicable):

This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.

[Signed] Date , 19

(bonded) Water Well Constructor Certification:
Bond 756[illegible] (number) Issued by: Great American Ins. Co. (Surety Company Name)
On behalf of Ronald F. McConnell, dba Steinman Bros. Drilling Co., 3023 S. E. Holly Ave., Milw., OR (type or print name of Water Well Constructor)

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief:

(Signed) Ronald F. McConnell
Ronald F. McConnell (Water Well Constructor) Ore. Lic. #1
(Dated) July 20, 1984

NOTICE TO WATER WELL CONSTRUCTOR
The original and first copy of this report are to be filed with the

WATER RESOURCES DEPARTMENT,
SALEM, OREGON 97310

SP*45656-660

STATE OF OREGON
WATER WELL REPORT
(as required by ORS 537.765)

PLEASE TYPE or PRINT IN INK

(for official use only)

(1) OWNER: Contractor: MCCON CORPORATION
Name Fred and Ray Schoppert
Address 38720 S. E. Sorbum Road
City Sandy 97055 State Oregon

(2) TYPE OF WORK (check):
New Well ☐ Deepening ☐ Reconditioning ☐ Abandon ☒
If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:
Rotary Air ☐ Driven ☐
Rotary Mud ☐ Dug ☐
Cable ☒ Bored ☐

(4) PROPOSED USE (check):
Domestic ☐ Industrial ☐ Municipal ☒
Irrigation ☐ Thermal: Withdrawal ☐ Reinjection ☐
Other: Piezometric ☐ Grounding ☐ Test ☐

(5) CASING ~~INSTALLED~~: REMOVED
Steel ☒ Plastic ☐
Threaded ☐ Welded ☒
6 " Diam. from -- ft. to ft. Gauge
" Diam. from ft. to ft. Gauge

LINER INSTALLED: Steel ☐ Plastic ☐ Threaded ☐ Welded ☐
" Diam. from ft. to ft. Gauge

(6) PERFORATIONS:
Perforated? ☒ Yes ☐ No Mills knife
Size of perforations 1/4 40 in. by 1-1/2 70 in. 78
20 perforations from 60 ft. to 65 ft.
10 perforations from 45 ft. to 47 ft.
10 perforations from 17 ft. to 20 ft.

(7) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot Size Set from ft. to ft.
Diam. Slot Size Set from ft. to ft.

(8) WELL TESTS:
Drawdown is amount water level is lowered below static level
Was a pump test made? ☐ Yes ☒ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
Perry Doane indicated the well made 12-19 gpm when it was drilled.
Air test gal./min. with drill stem at ft. hrs.
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow g.p.m.
Temperature of water Depth artesian flow encountered ft.

(9) CONSTRUCTION:
Special standards: Yes ☐ No ☒
Well seal—Material used Cement grout with 5% bentonite
Well sealed from land surface to 64 ft.
Diameter of well bore to bottom of seal 6 in.
Diameter of well bore below seal -- in.
Amount of sealing material 24 sacks ☒ pounds ☐
How was cement grout placed? Pumped through tremie pipe from the bottom of the well to two feet below the land surface.
Was pump installed? No Type HP Depth ft.
Was a drive shoe used? ☐ Yes ☒ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of Water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.

(10) LOCATION OF WELL by legal description:
County Clackamas ¼ SE ¼ of Section 12 of
Township 2-South (Township is North or South), Range 2-East (Range is East or West), WM.
Tax Lot Lot Block Subdivision
MAILING ADDRESS OF WELL (or nearest address)
S. E. 122nd Ave.-Rock Creek Jct.
Driller's well #154-74

(11) WATER LEVEL of COMPLETED WELL:
Depth at which water was first found -- ft.
Static level 20 ft. below land surface. Date 6-16-81
Artesian pressure -- lbs. per square inch. Date --

(12) WELL LOG:
Diameter of well below casing --
Depth drilled -- ft. Depth of completed well 71 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. Report each change in position of Static Water Level and indicate principal water-bearing strata.

MATERIAL	From	To	SWL
The well was abandoned in accordance with the			
current Rules and Regulations of the State of			
Oregon, Department of Water Resources prescrib-			
ed in "General Standards for the Construction			
and Maintenance of Water Wells of Oregon".			
abandonment of the well took place under the			
order of MCCON CORPORATION, P. O. Box [illegible],			
Salem, Oregon 97302. Purchase Order #1531,			
Job #137.			
This well was originally drilled by Perry Doane			

Date work started June 16, 1981 /completed June 16, 1981
Date well drilling machine moved off of well June 16, 1981 19

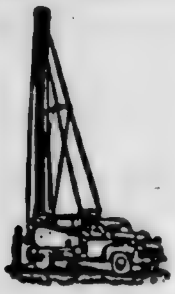
(unbonded) Water Well Constructor Certification (if applicable):
This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.
[Signed] Date , 19

(bonded) Water Well Constructor Certification:
Bond [illegible] (number) Issued by: Great American Ins. Co. (Surety Company Name)
On behalf of Ronald F. McConnell, dba Stettman Bros Drilling Co., 3025 S. E. Kelly Ave., Milw., Or (type or print name of Water Well Constructor)
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief:
(Signed) Ronald F. McConnell (Water Well Constructor) Ore. Lic. 71
(Dated) July 20, 1981

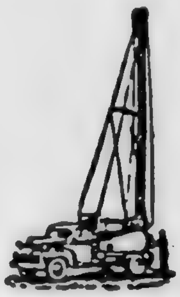
NOTICE TO WATER WELL CONSTRUCTOR
The original and first copy of this report are to be filed with the
WATER RESOURCES DEPARTMENT,
SALEM, OREGON 97310
within 30 days from the date of well completion.

SP*46606-690

Since 1936



STEINMAN BROS. DRILLING CO.
Well Drilling Contractors
TELEPHONE 654-2890
3023 S. E. HOLLY AVE. MILWAUKIE, OR. 97222



August 1, 1984

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Dear Sir:

As yet, I have not received your written acknowledgement of the receipt of my letter and the acceptance of the terms of our telephone conversation and verbal agreement of June 29, 1984, concerning the consideration to be given to Ray and Fred Schonpert for the value of mistakenly abandoned well at Rock Creek Junction. Therefore, I am sending a follow-up letter to you by certified mail to insure delivery to your office.

As the contractor for the Oregon State Highway Department on the Hwy. 212-224-Rock Creek Junction Project, it was Mocon Corporation's responsibility to locate and verify the site of the well to be abandoned before issuing the work order to Steinman Bros. Drilling Co. with instructions to proceed upon receipt of the order. However, Steinman Bros. Drilling Co. is willing to absorb 50% of the cost of the rental of equipment, the labor, the materials, and other subcontractors, to correct the situation by drilling a new well, installing a storage building, and installing the existing pump with a faucet head at the pressure tank, on the Schoppert property.

I would like to complete the project as soon as possible, as I have other work needing my full attention, but I would like your verification before proceeding. Please sign the acknowledgement-acceptance copy of the letter which I have enclosed and return to me in the enclosed, self-addressed stamped envelope by return mail.

Respectfully submitted,

Ronald F. McConnell

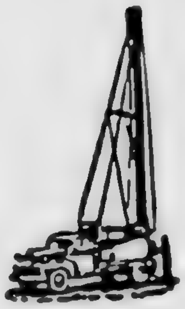
Ronald F. McConnell,
dba Steinman Bros. Drilling Co.

RFM:jjm

Enclosure: Additional copy of letter dated July 13, 1984, to be returned.
(Copy to be returned is marked "Please return" in yellow ink.)
cc: Mr. David Willhite, Oregon State Highway Department

Since 1936

STEINMAN BROS. DRILLING CO.
Well Drilling Contractors
TELEPHONE 654-2890



3023 S. E. HOLLY AVE. MILWAUKIE, OR. 97222

August 16, 1984

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Dear Sir:

Thank you for returning the copy of the Water Well Report for the Oregon State Highway Department well abandonment, Driller's #16B-84. I am not certain why your copy of this report was returned to my office in the Steinman Bros. Drilling Co. self-addressed stamped envelope on August 2, 1984. However, as I have not received any other response to my letter of the thirteenth, I am assuming and must assume that the return of the well log is intended to serve as the requested acknowledgement of receipt and acceptance of the terms of my telephone conversation and verbal agreement of June 29, 1984 with Mr. Robert Morrow of Mocon Corporation, which was outlined and itemized in my letter to you dated July 13, 1984. I am returning a photo copy of the returned Water Well Report for your records as required by Purchase Order #1631, dated June 12, 1984.

I plan to have the project completed shortly and will be contacting you at that time for payment of the Ray and Fred Schopperts' mistakenly abandoned well, the Oregon State Highway Department's well abandonment, and the construction of the new well, new pump house, and the installation and inspection of the existing pump on the property of Ray and Fred Schoppert at the junction of Rock Creek, S. E. 122nd Ave., and S. E. 224th Ave. Thank you for your time and consideration.

Respectfully submitted,

Ronald F. McConnell

Ronald F. McConnell
dba Steinman Bros. Drilling Co.

RFM:jjm

Enclosure: Photo copy of Oregon State Highway Department well abandonment.

cc Mr. David Willhite, Oregon State Highway Department
Mr. Windell Stanley, Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

STATE OF OREGON

WATER WELL REPORT

(as required by ORS 537.765)

PLEASE TYPE or PRINT IN INK

(for official use only)

(1) OWNER:

Name Ray and Fred Schoppert
Address 38720 S. E. Serban Road
City Sandy, Oregon 97055 State

(2) TYPE OF WORK (check):

New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐

If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:

Rotary Air ☐ Driven ☐
Rotary Mud ☐ Dug ☐
Cable ☒ Bored ☐

(4) PROPOSED USE (check):

Domestic ☒ Industrial ☐ Municipal ☐
Irrigation ☐ Thermal: Withdrawal ☐ Reinjection ☐
Other: Piezometric ☐ Grounding ☐ Test ☐

(5) CASING INSTALLED:

Steel ☒ Plastic ☐ Threaded ☐ Welded ☒

6 " Diam. from +1 ft. to 116 ft. Gauge .250
" Diam. from ft. to ft. Gauge

LINER INSTALLED:

Steel ☒ Plastic ☐ Threaded ☐ Welded ☒

4 " Diam. from 96 ft. to 176 ft. Gauge .188

(6) PERFORATIONS:

Perforated? ☒ Yes ☐ No

Size of perforations 1/8 in. by 7 in.
96 perforations from 136 ft. to 175 ft.
perforations from ft. to ft.
perforations from ft. to ft.

(7) SCREENS:

Well screen installed? ☐ Yes ☒ No

Manufacturer's Name
Type Model No.
Diam. Slot Size Set from ft. to ft.
Diam. Slot Size Set from ft. to ft.

(8) WELL TESTS:

Drawdown is amount water level is lowered below static level

Was a pump test made? ☐ Yes ☒ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
Air test gal./min. with drill stem at ft. hrs.
Bailer test 30 gal./min. with 104 ft. drawdown after 1 hrs.
Artesian flow g.p.m.
Temperature of water 53° Depth artesian flow encountered ft.

(9) CONSTRUCTION:

Special standards: Yes ☐ No ☒

Well seal—Material used Cement grout
Well sealed from land surface to 25 ft.
Diameter of well bore to bottom of seal 10 in.
Diameter of well bore below seal 6 in.
Amount of sealing material 12 sacks ☒ pounds ☐
How was cement grout placed? Pumped

Sanstel Pumps, Inc.

Was pump installed? No Type Jet HP Depth ft.
Was a drive shoe used? ☒ Yes ☐ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of Water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.

(10) LOCATION OF WELL by legal description:

County Clackamas NE ¼ SW ¼ of Section 12
Township 2-South (Township is North or South) Range 2-East (Range is East or West)
Tax Lot 900 Lot Block Subdivision
MAILING ADDRESS OF WELL (or nearest address) Rock Creek & S.E.

Driller's Well #19-84

(11) WATER LEVEL of COMPLETED WELL:

Depth at which water was first found 151
Static level 61 ft. below land surface. Date 7-1
Artesian pressure -- lbs. per square inch. Date --

(12) WELL LOG:

Diameter of well below casing 6-inch
Depth drilled 176 ft. Depth of completed well 176

Formation: Describe color, texture, grain size and structure of materials; and show thi and nature of each stratum and aquifer penetrated, with at least one entry for each cha formation. Report each change in position of Static Water Level and indicate pr water-bearing strata.

MATERIAL	From	To
Clay; brown	0	9
Cemented-gravel and boulders	9	34
Clay; brown	34	76
Clay; grey	76	104
Sand; grey, fine	104	107
Clay; grey	107	151
Sandstone; grey, brown	151	173
Clay; blue	173	176

Date work started July 10, 1984 /completed July 13,
Date well drilling machine moved off of well July 11,

(unbonded) Water Well Constructor Certification (if applicable)

This well was constructed under my direct supervision. Materials use information reported above are true to my best knowledge and belief.

[Signed] Date , 19

(bonded) Water Well Constructor Certification:

Bond 75600[illegible]2 (number) Issued by: Great American (Surety Company Name)
On behalf of Ronald F. McConnell dba Steinman B Drilling Co. (type or print name of Water Well Constructor)

This well was drilled under my jurisdiction and this report is true best of my knowledge and belief:

(Signed)
Ronald F. McConnell (Water Well Constructor) Ore. Lic.
(Dated) August 6, 1984

NOTICE TO WATER WELL CONSTRUCTOR
The original and first copy of this report

WATER RESOURCES DEPARTMENT,
SALEM, OREGON 97310

SP*45

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE October 30, 1985
NUMBER Mocon Job #137
Purchase Order #1631
Well Abandonment #16A-84/9-85
Schoppert
Well Abandonment #16-84B/
Oregon State Highway
Department
Water Well #19-84/
Schoppert (Abandonment
#16A-84/Schoppert)
Replacement Well

ted

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: PAST DUE: - Net 10 days of STatement of September 6, 1984;
1-1/2% per month thereafter (18% per annum)

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
9-06-84	Remaining balance due	$2,219.67

Subject: S. E. 122nd Ave.-Rock Cr. Jct. Sec.
Well Abandonment
Laws and Regulations
Records
Casing Removal

Dear Sir:

Please send us Mocon Corporation's Bond Number, the name and address of the issuing company, and the name of the firm/person on behalf of Mocon Corporation to whom it was issued. Thank you for your time and consideration.

Sincerely,

Ronald F. McConnell
dba Steinman Bros. Drilling Co.

RECEIVED
NOV - 7 1985
MOCON CORP

llowing reasons.
been corrected
e the corrected

Steinman Bros.
RECEIVED

e

Thank You PAY LAST AMOUNT IN THIS COLUMN

STEINMAN BROS. DRILLING CO.

14. ____ Architect/Engineer has not approved payment.
15. XX We are willing to settle this for $1,000.00 rather that going to court. Please rebill is acceptable.

Sincerely,

By: Robert B Moore Jr.

Reply: ______________________________

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

STATEMENT

DATE August 22, 1984
NUMBER Well Abandonments #16A-84 & #16B-84

Moocn Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 30 days of completion, 6/16/84 and 6/21/84; 18% annually thereafter (1-1/2% per month) $

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
6/21/84	Well Abandonments #16A-84 & #16B-84	$900.00
6/29/84	Thank you for your payment Well Abandonments: Labor Check #4875	$352 00
8/21/84	Thank you for your payment Well Abandonments: Rental of equipment and materials Check #08999	495 70
	Remaining balance due on Well Abandonments #16A-84 and #16B-84	$ 52 30
cc	Mr. David Willhite, Oregon State Highway Department	

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

STAT

DATE July 21,
NUMBER Well
#16A-84

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97302

Subject: Claim for
and Aband
SE. 122nd
Rock Cre
Clackama
Contract #

TERMS: Net 30 days of completion, 6/16/84 and 6/21/84; 18% annually thereafter (1-1/2% per month) $

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
6-21-84	Well Abandonment #16B-84/Oregon State Highway Department Purchase Order #1631, Job #137
6-16-84	Well Abandonment #16A-84/Schoppert Mistakenly abandoned well owned by Fred and Ray Schoppert at Rock Creek Junction, Intersection of State Highway 212 and Highway 224 The Cost of $600.00 for the well abandonment and the remedies to be carried out in consideration of the value of the mistakenly abandoned well to be borne equally by Ronald F. McConnell and MOCON CORP.
6-29-84	Payment on Account: Thank you for your payment Check #4875, dated 6/23/84 - Labor Well Abandonment #16A-84 8 hours Well Abandonment #16B-84 8 hours
	Charges for rental of equipment, materials, supplies and subcontractors' fees Remaining balance due

DUPLICATE

Thank You

STATEMENT

EINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE August 22, 1984
NUMBER Well Abandonments #16A-84 & #16B-84

Mocom Corporation
P. O. Box 3258
Salem, Oregon 97302

Net 30 days of completion, 6/16/84 and 6/21/84;
18% annually thereafter (1-1/2% per month)
$ ________

CHARGES AND CREDITS	BALANCE
BALANCE FORWARD	
Well Abandonments #16A-84 & #16B-84	$900.00
Thank you for your payment Well Abandonments: Labor Check #4875	$352 00
Thank you for your payment Well Abandonments: Rental of equipment and materials Check #08999	495 70
Remaining balance due on Well Abandonments #16A-84 and #16B-84	$ 52 30

cc Mr. David Willhite, Oregon State Highway Department

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE July 21, 1984
NUMBER Well Abandonments #16A-84 and #16B-84

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97302

Subject: Claim for Well Drilling and Abandonment Costs SE. 122nd Avenue and Rock Creek Junction Clackamas Highway Contract # 9793

TERMS: Net 30 days of completion, 6/16/84 and 6/21/84; File# CON5 9793)
18% annually thereafter (1-1/2% per month)
$ ________

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
6-21-84	Well Abandonment #16B-84/Oregon State Highway Department Purchase Order #1631, Job #137	$600 00
6-16-84	Well Abandonment #16A-84/Schoppert Mistakenly abandoned well owned by Fred and Ray Schoppert at Rock Creek Junction, Intersection of State Highway 212 and Highway 224 The Cost of $600.00 for the well abandonment and the remedies to be carried out in consideration of the value of the mistakenly abandoned well to be borne equally by Ronald F. McConnell and MOCON CORP.	300 00
6-29-84	Payment on Account: Thank you for your payment Check #4875, dated 6/23/84 - Labor Well Abandonment #16A-84 8 hours Well Abandonment #16B-84 8 hours	352 00
	Charges for rental of equipment, materials, supplies and subcontractors' fees Remaining balance due	$548 00

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

CORPORATION
3258 • SALEM, OREGON 97

0399

NUMBER	REFERENCE	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET AMOUN
19335	STATEMENT	8/07/84	137 S 9601	900.00	0.00	900.
19336	STATEMENT	8/07/84	137 LABOR MCCONNELL	-404.30 Should be 352.00	0.00	-404.

Water Well Abandonments #16A-84 & #16B-84
16A-84 Fred & Kay Schoppert (½ of #600.00) # 30
16B-84 Oregon State Highway Department 60
Mocon Corp — check #4815, ck dated 6/23/ Received 6/29/84, Amt # 352.00 Less # 90 / 35 / # 54
548.00 less # 495.70 = # 52.30 balance du

RECEIVED 8/21/84

VENDOR NO.		TOTALS			
	21949		495.70	0.00	495.

EMP. NO.	EMPLOYEE	SOC. SEC. NO.	EMPLOYER	
204	RONALD F MCCONNELL	540-48-5476	MOCON CORP.	48

EARNINGS

DESCRIPTION	RATE	HRS/UNITS	AMOUNT	YEAR-TO-DATE AMOUNT
EG HRL	22.0000	16.00	352.00	352.00

DEDUCTIONS

DESCRIPTION	AMOUNT	YEAR-TO-D AMOUNT
FEDERAL TAX	45.07	45.
FICA	23.58	23.
OREGON ST TX	24.94	24.
WORK COMP	0.28	0.

RECEIVED 6/29/84

Well Abandonments: Labor

THIS PAY PERIOD

PERIOD ENDING	EARNINGS	DEDUCTIONS	NET PAY
6-23-84	352.00	93.87	258.13

YEAR TO DATE

EARNINGS	DEDUCTIONS	NET PAY
352.00	93.87	258.

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OREGON 97302

Photo Copy

North Salem Branch - Salem, Oregon
UNITED STATES NATIONAL BANK
OF OREGON
24-22/1230 67

0899

DATE	CHECK NO.	AMOUNT
08/17/84	8999	******495.

Partial Payment of Water Well Abandonments #16A-84 #16B-84
Remaining balance due after this payment is #52.30.

RECEIVED

FOUR HUNDRED NINETY-FIVE DOLLARS AND SEVENTY CENTS

PAY TO THE ORDER OF
STEINMAN BROS.DRILLING CO.
3023 SE HOLLY AVENUE
MILWAUKIE, OREGON 97222

MOCON CORPORATION

⑈008999⑈ ⑆123000220⑆ 067 0005 230⑈

Part 1 of 2

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE: September 6, 1984
NUMBER: Well #19-84 Schoppert

Purchase Order #1631
Job No. 137

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 10 days of statement dated 9-6-84; 1-1/2% per month thereafter (18% per annum)

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
9-6-84	ITEM 1— Domestic Water Well #19-84		
	Drilling of a 12-15 gpm water well		
	176 feet at $16.00 per foot	$2,816	00
	Installation of surface seal		
	12 sacks of cement at $8.00 per sack	96	00
	Total amount due on Well #19-84	$2,912	00
	ITEM 2— Inspection of the existing pump, installation of a faucet at the pressure tank, and installation of the existing pump, pump pipe, control box and pressure tank		
	Sanetel Pumps, Inc.	$ 100	00
	Labor: 2 hours at $16.00 per hour	32	00
	Total amount due on Pump Installation	$ 132	00
	ITEM 3— Assembly and installation of a storage building with treated wooden foundation, 4 saddled pier blocks, crushed rock, glued Polystyrene insulation		
	Supplies and materials	$ 213	35
	Labor: 32 hours at $16.00 per hour	512	00
	Total amount due on Building Installation	$ 725	35

DUPLICATE

Thank You

Part

STA

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE: Septem
NUMBER: Well #

Purcha
Job No

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 10 days of statement dated 9-6-84; 1-1/ thereafter (18% per annum)

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
	See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephon and verbal agreement of June 29, 1984, betw myself and Robert Morrow of Mocon Corporatio which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction. Ronald F. McConnell dba Steinman Bros. Drilling Co.
	ITEM 1—Domestic Water Well #19-84
	ITEM 2—Pump Installation
	ITEM 3—Building Assembly and Installation
	Contracting Fees of 15%
	Total Cost of Consideration
	Steinman Bros.' investment
	Mocon Corporation's investment

Enclosure: Water Well Report of Schoppert W
cc Mr. David Willhite, Oregon State Highway Dep
Mr. Windell Stanley, Oregon State Highway D

DUPLICATE

Thank Y

Part 1 of 2

STATEMENT

TEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE September 6, 1984
NUMBER Well #19-84 Schoppert

Purchase Order #1631
Job No. 137

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Net 10 days of statement dated 9-6-84; 1-1/2% per month thereafter (18% per annum)

$ ________

CHARGES AND CREDITS	BALANCE	
BALANCE FORWARD		
ITEM 1—		
Domestic Water Well #19-84		
Drilling of a 12-15 gpm water well		
176 feet at $16.00 per foot	$2,816	00
Installation of surface seal		
12 sacks of cement at $8.00 per sack	96	00
Total amount due on Well #19-84	$2,912	00
ITEM 2—		
Inspection of the existing pump, installation of a faucet at the pressure tank, and installation of the existing pump, pump pipe, control box and pressure tank		
Sanetel Pumps, Inc.	$ 100	00
Labor: 2 hours at $16.00 per hour	32	00
Total amount due on Pump Installation	$ 132	00
ITEM 3—		
Assembly and installation of a storage building with treated wooden foundation, 4 saddled pier blocks, crushed rock, glued Polystyrene insulation		
Supplies and materials	$ 213	35
Labor: 32 hours at $16.00 per hour	512	00
Total amount due on Building Installation	$ 725	35

DUPLICATE

Thank You

Part 2 of 2

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE September 6, 1984
NUMBER Well #19-84

Purchase Order #1631
Job No. 137

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 10 days of statement dated 9-6-84; 1-1/2% per month thereafter (18% per annum)

$ ________

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
	See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction. Ronald F. McConnell dba Steinman Bros. Drilling Co.		
	ITEM 1—Domestic Water Well #19-84	$2,912	00
	ITEM 2—Pump Installation	132	00
	ITEM 3—Building Assembly and Installation	725	35
		$3,769	35
	Contracting Fees of 15%	565	40
	Total Cost of Consideration	$4,334	75
	Steinman Bros' investment	$2,167	37
	Mocon Corporation's investment	$2,167	37

Enclosure: Water Well Report of Schoppert Well #19-84
cc Mr. David Willhite, Oregon State Highway Department -
Mr. Windell Stanley, Oregon State Highway Department

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

September 6, 1984

STATEMENT

Followup

DATE September 7, 1984

NUMBER Well #19-84

Purchase Order #1631
Job No. 137

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 10 days of statement dated 9-6-84; 1-1/2% per month thereafter (18% per annum)

$ ______

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
	See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction. Ronald F. McConnell dba Steinman Bros. Drilling Co.		
	ITEM 1--Domestic Water Well #19-84	$2,912	00
	ITEM 2--Pump Installation	132	00
	ITEM 3--Building Assembly and Installation	725	35
		$3,769	35
	Contracting Fees of 15%	565	40
	Total Cost of Consideration	$4,334	75
	Mocon Corporation's 50% of the Value of the Consideration	$2,167	37

[redacted]

cc Mr. Windell Stanley, Oregon State Highway Department
Mr. David Willhite, Oregon State Highway Department

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STAT

DATE Septemb

NUMBER Wel
#16A-84

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

IS T
ANY REA
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Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: Net 30 days of completion, 6/16/84 and 18% annually thereafter (1-1/2% per mon

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
6-21-84	Well Abandonments #16A-84 & #16B-84 #16A-84--Fred and Ray Schoppert #16B-84--Oregon State Highway Dept.
6-29-84	Thank you for your payment: Check #4875 Well Abandonments: Labor
8-21-84	Thank you for your payment: Check #08999 Well Abandonments: Rental of equipment, supplies, and materials
	Remaining balance due on Well Abandonments

cc Mr. Windell Stanley, Oregon State Highway D
5821 N. E. Glisan
Portland, Oregon 97213

DUPLICATE

Thank Y

September 6, 1984

STATEMENT

Followup

EINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE September 7, 1984
NUMBER Well #19-84

Purchase Order #1631
Job No. 137

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

: Net 10 days of statement dated 9-6-84; 1-1/2% per month thereafter (18% per annum)

$ ______

E	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD ▸		
	See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction. Ronald F. McConnell dba Steinman Bros. Drilling Co.		
	ITEM 1—Domestic Water Well #19-84	$2,912	00
	ITEM 2—Pump Installation	132	00
	ITEM 3—Building Assembly and Installation	725	35
		$3,769	35
	Contracting Fees of 15%	565	40
	Total Cost of Consideration	$4,334	75
	Mocon Corporation's 50% of the Value of the Consideration	$2,167	37
	[redacted]		
	cc Mr. Windell Stanley, Oregon State Highway Department Mr. David Willhite, Oregon State Highway Department		

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE September 6, 1984
NUMBER Well Abandonments #16A-84 & #16B-84

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

IS THERE ANY REASON ?
why payment on your past due account has not been made

TERMS: Net 30 days of completion, 6/16/84 and 6/21/84; 18% annually thereafter (1-1/2% per month)

$ ______

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD ▸		
6-21-84	Well Abandonments #16A-84 & #16B-84 #16A-84—Fred and Ray Schoppert #16B-84—Oregon State Highway Dept.	$900.00	
6-29-84	Thank you for your payment; Check #4875 Well Abandonments: Labor	$352	00
8-21-84	Thank you for your payment; Check #08999 Well Abandonments: Rental of equipment, supplies, and materials	495	70
	Remaining balance due on Well Abandonments	$ 52	30
	cc Mr. Windell Stanley, Oregon State Highway Department 5821 N. E. Glisan Portland, Oregon 97213		

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S E. Holly Avenue
MILWAUKI E. OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

DATE
October 19, 1984
NUMBER
Well #19-84 Schoppert

Purchase Order #1631
Job No. 137
Mocon Corporation:
Serving as the
contracting agent for
the Oregon State
Highway Department on
the Rock Creek Junct.
Project in Clack. Cty.

TERMS: PAST DUE: Net 10 days of Statement of September 6, 1984;
1-1/2% per month thereafter (18% per annum)

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
9-06-84	Well #19-84; Schoppert	$2,167	37
6-21-84	Well Abandonments #16A-84 and #16B-84	$ 52	30
	Total Remaining Balance Due	$2,219	67

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Department
Mr. Windell Stanley, Oregon State Highway Department

IS THERE ANY REASON why payment on your past due account has not been made

PAY LAST AMOUNT IN THIS COLUMN

DUPLICATE

STAT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222.

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

DATE
Septembe
NUMBER
Well #19

Purchase
Job No.
Mocon
servi
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Proje

TERMS: PAST DUE: Net 10 days of Statement of Septe
1-1/2% per month thereafter (18%,

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
9-06-84	Well #19-84; Schoppert
6-21-84	Well Abandonments #16A-84 & #16B-84 Remaining balance due on Well Abandonments
	Total Remaining Balance Due

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Dep
Mr. Windell Stanley, Oregon State Highway De

IS THERE ANY REASON why payment on your past due account has not been made

DUPLICATE

Thank Y

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S E. Holly Avenue
MILWAUKI E, OREGON 97222

(503) 654-2890

DATE: October 19, 1984
NUMBER: Well #19-84 Schoppert

Purchase Order #1631
Job No. 137
Mocon Corporation:
Serving as the
contracting agent for
the Oregon State
Highway Department on
the Rock Creek Junct.
Project in Clack. Cty.

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

MS: PAST DUE: Net 10 days of Statement of September 6, 1984;
1-1/2% per month thereafter (18% per annum)

TE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
-84	Well #19-84; Schoppert	$2,167.37
-84	Well Abandonments #16A-84 and #16B-84	$ 52 30
	Total Remaining Balance Due	$2,219 67

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Department
Mr. Windell Stanley, Oregon State Highway Department

IS THERE ANY REASON why payment on your past due account has not been made

PAY LAST AMOUNT IN THIS COLUMN

DUPLICATE

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222.

(503) 654-2890

DATE: September 19, 1984
NUMBER: Well #19-84 Schoppert

Purchase Order #1631
Job No. 137
Mocon Corporation:
serving as the
contracting agent f
the Oregon State
Highway Department
the Rock Creek Jct.
Project in Clack. C

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: PAST DUE: Net 10 days of Statement of September 6, 1984;
1-1/2% per month thereafter (18%, per annum)

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
9-06-84	Well #19-84; Schoppert	$2,167.37
6-21-84	Well Abandonments #16A-84 & #16B-84 Remaining balance due on Well Abandonments	$ 52 30
	Total Remaining Balance Due	$2,219 67

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Department
Mr. Windell Stanley, Oregon State Highway Department

IS THERE ANY REASON why payment on your past due account has not been made

Thank You

PAY LAST AMOUNT IN THIS COLUMN

DUPLICATE

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKI E, OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

STATEMENT

DATE November 20, 1984
NUMBER

Well #19-84 Schoppert
Abandonments #16A-84
Schoppert and #16B-84
Oregon State Highway
Dept.
Purchase Order #1631
Job No. 137
Mocon Corporation:
OSHD contracting
agent for the Rock
Creek Jct. Project
in Clackamas County

TERMS: PAST DUE: Net 10 days of 9/06/84 Statement; 1-1/2% per month thereafter (18% per annum).

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
9-06-84	Well #19-84 Schoppert (50% of charges)	$2,167 37
6-21-84	Well Abandonments #16A-84 Schoppert and #16B-84 Oregon State Highway Department	52 30
	Total Remaining Balance Due	$2,219 67
	See correspondence, dated July 13, August 1, and August 16, 1984, concerning the telephone conversations from June 16 through June 29, 1984, and the verbal agreement concluded on June 28 and June 29, 1984, between Robert Morrow of Mocon Corporation, Ronald F. McConnell, dba Steinman Bros. Drilling Co., and Ray and Fred Schoppert, which detailed the work to be completed by Ronald F. McConnell, dba Steinman Bros. Drilling Co., on behalf of Mocon Corporation, the contracting agent of the OSHD's Rock Creek Junction Project, and Ronald F. McConnell, dba Steinman Bros. Drilling Co., as consideration of the value of the mistakenly abandoned well owned by Ray and Fred Schoppert.	

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKI E, OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

STA

DATE Janua
NUMBER We
#16A-84
Well #1

Purc
Job

TERMS: PAST DUE: Net 10 days of 9/06/84 Statement; 1-1
thereafter (18% per annum).

DATE	CHARGES AND CREDITS	
	BALANCE FORWARD	
9-06-84	Well #19-84/Schoppert "As agreed, the remedies will be implement by Ronald F. McConnell, dba Steinman Bros. Drilling Co. and the charges for the rental of the equipment, the labor, the materials, the supplies, and other subcontractor's fees shall be borne equally by Steinman Bros. Drilling Co. and Mocon Corporation."	
	Item 1--Water Well #19-84	$2,912.00
	Item 2--Pump Installation	132.00
	Item 3--Building Assembly & Installation	725.35
	Contracting Fees	$ 565.40
	Total Cost	$4,334.75
6-21-84	Well Abandonments: #16A-84/Schoppert #16B-84/Oregon State Highway Dept.	
	Total Remaining Balance Due	

DUPLICATE

Thank You

STATEMENT

TEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKI E, OREGON 97222

(503) 654-2890

DATE November 20, 1984

NUMBER Well #19-84 Schoppert
Abandonments #16A-84
Schoppert and #16B-84
Oregon State Highway
Dept.
Purchase Order #1631
Job No. 137
Mocon Corporation:
OSHD contracting
agent for the Rock
Creek Jct. Project
in Clackamas County

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

s: PAST DUE: Net 10 days of 9/06/84 Statement; 1-1/2% per month thereafter (18% per annum).

$ ____

E	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
	Well #19-84 Schoppert (50% of charges)	$2,167	37
	Well Abandonments #16A-84 Schoppert and #16B-84 Oregon State Highway Department	52	30
	Total Remaining Balance Due	$2,219	67
	See correspondence, dated July 13, August 1, and August 16, 1984, concerning the telephone conversations from June 16 through June 29, 1984, and the verbal agreement concluded on June 28 and June 29, 1984, between Robert Morrow of Mocon Corporation, Ronald F. McConnell, dba Steinman Bros. Drilling Co., and Ray and Fred Schoppert, which detailed the work to be completed by Ronald F. McConnell, dba Steinman Bros. Drilling Co., on behalf of Mocon Corporation, the contracting agent of the OSHD's Rock Creek Junction Project, and Ronald F. McConnell, dba Steinman Bros. Drilling Co., as consideration of the value of the mistakenly abandoned well owned by Ray and Fred Schoppert.		

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKI E, OREGON 97222

(503) 654-2890

DATE January 12, 1985

NUMBER Well Abandonments
#16A-84 & #16B-84
Well #19-84

Purchase Order #1631
Job No. 137

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: PAST DUE: Net 10 days of 9/06/84 Statement; 1-1/2% per month thereafter (18% per annum).

$ ____

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
9-06-84	Well #19-84/Schoppert "As agreed, the remedies will be implemented by Ronald F. McConnell, dba Steinman Bros. Drilling Co. and the charges for the rental of the equipment, the labor, the materials, the supplies, and other subcontractor's fees shall be borne equally by Steinman Bros. Drilling Co. and Mocon Corporation." Item 1--Water Well #19-84 $2,912.00 Item 2--Pump Installation 132.00 Item 3--Building Assembly & Installation 725.35 Contracting Fees $ 565.40 Total Cost $4,334.75	$2,167	37
6-21-84	Well Abandonments; #16A-84/Schoppert #16B-84/Oregon State Highway Dept.	52	30
	Total Remaining Balance Due	$2,219	67

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE April 27, 1985
NUMBER Well Abandonments
#16A-84 and #16B-84
Well #19-84/Schoppert
Purchase Order #1631
Job No. 137

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97303

TERMS:

$

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
6-21-84	Well Abandonments: 6/16/84-#16A-84/Schoppert 6/21/84-#16B-84/Oregon State Highway Dept.	$ 52 30
9-06-84	Well #19-84/Schoppert	$2,167 37
	Total Remaining Balance Due	$2,219 67

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STAT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE June 15,
NUMBER Job
Purchase
Well Aba
Schopp
Well Aba
OSHD

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97303

TERMS: PAST DUE
NET 10 DAYS OF STATEMENT OF SEPTEMBER 6, 1984; 1
month thereafter (18% per annum)

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
6-21-84	Well Abandonments: #16A-84/Schoppert #16B-84/Oregon State Highway Dept.
9-06-84	Well #19-84/Schoppert Replace water well for Well Abandonment #16A-84/Schoppert
	Total remaining balance due

DUPLICATE

Thank

EINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

STATEMENT

DATE April 27, 1985
NUMBER Well Abandonments #16A-84 and #16B-84
Well #19-84/Schoppert
Purchase Order #1631
Job No. 137

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97303

$

E	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
4	Well Abandonments; 6/16/84-#16A-84/Schoppert 6/21/84-#16B-84/Oregon State Highway Dept.	$ 52	30
4	Well #19-84/Schoppert	$2,167	37
	Total Remaining Balance Due	$2,219	67

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

STATEMENT

DATE June 15, 1985
NUMBER Job #137
Purchase Order #1631
Well Abandonment #16A-Schoppert
Well Abandonment #16B-OSHD

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97303

TERMS: PAST DUE
NET 10 DAYS OF STATEMENT OF SEPTEMBER 6, 1984; 1-1/2% per month thereafter (18% per annum)

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
6-21-84	Well Abandonments: #16A-84/Schoppert #16B-84/Oregon State Highway Dept.	$ 52.30
9-06-84	Well #19-84/Schoppert Replace water well for Well Abandonment #16A-84/Schoppert	2,167.37
	Total remaining balance due	$2,219.67

DUPLICATE

Thank You PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

DATE August 5, 1985
NUMBER Well #19-84 Schoppert
Purchase Order #1631
Job No 137
Mocon Corporation:
Serving as the
contracting agent for
the Oregon State
Highway Department on
the Rock Creek Junct.
Project in Clack. Cty.

TERMS: PAST DUE
Net 10 days of Statement of September 6, 1984; 1-1/2% per month thereafter (18% per annum).

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
9-06-84	Well #19-84;Schoppert	$2,167.37
6-21-84	Well Abandonments #16A-84 & #16B-84	52.30
	Total Remaining Balance Due	$2,219.67

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Department

IS THERE ANY REASON
why payment of your past due account has not been made

Thank You PAY LAST AMOUNT IN THIS COLUMN

DUPLICATE

STAT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

MOCON CORPORATION

P. O. Box 3258

Salem, Oregon 97302

DATE Septemb
NUMBER Moc
Purchase
Well Aban
Schoppe
Well Aban
Oregon
Departm
Water Wel
Schoppe

TERMS: PAST DUE: Net 10 days of Statement of September
1-1/2% per month thereafter (18% per

DATE	CHARGES AND CREDITS
	BALANCE FORWARD
6-21-84	Well Abandonments: #16A-84/Schoppert (Mistakenly abandoned well) #16B-84/Oregon State Highway Dept.
9-06-84	Well #19-84/Schoppert Replacement Water Well for mistakenly abandoned Well/Abandonment #16A-84-Schoppert $4,334.75/2=50% of the charges of the replacement of the well, pumphouse and installation of the pump to pump water.
	Total Remaining Balance Due

Dear Sir:
If I have not heard from you within ten days, I will place this account in the hands of my attorney for collection.

Sincerely,

Ronald F. McConnell

Enclosures: Seven page list of events from

co Oregon State Highway Department

Thank Yo

DUPLICATE

STATEMENT

TEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

DATE August 5, 1985
NUMBER

Well #19-84 Schoppert
Purchase Order #1631
Job No 137
Mocon Corporation:
Serving as the contracting agent for the Oregon State Highway Department on the Rock Creek Junct. Project in Clack. Cty.

s: PAST DUE
Net 10 days of Statement of September 6, 1984; 1-1/2% per month thereafter (18% per annum).

E	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
4	Well #19-84;Schoppert	$2,167.37
4	Well Abandonments #16A-84 & #16B-84	52.30
	Total Remaining Balance Due	$2,219.67

See correspondence dated July 13, August 1, and August 16, 1984, concerning the telephone conversation and verbal agreement of June 29, 1984, between myself and Robert Morrow of Mocon Corporation which detailed the consideration to be given to Ray and Fred Schoppert for the value of the mistakenly abandoned well at Rock Creek Junction.

cc Mr. David Willhite, Oregon State Highway Department

IS THERE ANY REASON

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

MOCON CORPORATION

P. O. Box 3258

Salem, Oregon 97302

DATE September 30, 1985-
NUMBER Mocon Job #137
Purchase Order #1631
Well Abandonment #16A-
Schoppert
Well Abandonment #16B-
Oregon State Highway Department
Water Well #19-84/
Schoppert

TERMS: PAST DUE: Net 10 days of Statement of September 6, 1984; 1-1/2% per month thereafter (18% per annum)

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
6-21-84	Well Abandonments: #16A-84/Schoppert (Mistakenly abandoned well) #16B-84/Oregon State Highway Dept.	$ 52 30
9-06-84	Well #19-84/Schoppert Replacement Water Well for mistakenly abandoned Well/Abandonment #16A-84-Schoppert	$2,167 37
	$4,334.75/2=50% of the charges of the replacement of the well, pumphouse and installation of the pump to pump water.	
	Total Remaining Balance Due	$2,219 67

Dear Sir:
If I have not heard from you within ten days, I will place this account in the hands of my attorney for collection.

Sincerely,

Ronald F. McConnell

Enclosures: Seven page list of events from 5/17-9/29/84.

co Oregon State Highway Department

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKIE, OREGON 97222

(503) 654-2890

DATE
October 30, 1985
NUMBER Mocon Job #137
Purchase Order #1631
Well Abandonment #16-84A/
Schoppert
Well Abandonment #16-84B/
Oregon State Highway
Department
Water Well #19-84/
Schoppert (Abandonment
#16A-84/Schoppert)

Oregon State Highway Department
Department of Transportation
Eastern District
5821 N. E. Glisan
Portland, Oregon 97213
ATTN: Windell Stanley and
David Willhite

TERMS:

PAST DUE: Net 10 days of 9-6-84; 1-1/2% per month thereafter (18% per annum).

DATE	CHARGES AND CREDITS		BALANCE
9-06-84	Remaining balance due	BALANCE FORWARD ▶	$2,219.67

Subject: S. E. 122nd Ave.-Rock Cr. Jct. Sec.
Well Abandonment
Laws and Regulations
Records
Casing Removal

Request for Mocon Corporation's Bond Number,
Issued by:
On behalf of:

Thank you for your time. We have enclosed a self-addressed, stamped envelope for your convenience.

Sincerely,

Ronald F. McConnell
dba Steinman Bros. Drilling Co.

Enclosure

RECEIVED
AUG 25 1986
SERVICES
DEPARTMENT OF TRANSPORTATION

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

STATEMENT

DATE November 15, 1985
NUMBER Mocon Job #137
Purchase Order #1631
Well Abandonment #16A-84/
Schoppert
Well Abandonment #16B-84/
Oregon State Highway
Department
Water Well #19-84/
Schoppert (Abandonment
#16A-84/Schoppert)
replacement well

Oregon State Highway Department
Department of Transportation
Eastern District
5821 N. E. Glisan
Portland, Oregon 97213
ATTN: Windell Stanley

TERMS: PAST DUE: Net 10 days of 9-6-84; 1-1/2% per month thereafter (18% per annum).

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
9-06-84	Remaining balance due Subject: S. E. 122nd Avenue and Rock Creek Jct. Sec. Well Abandonment Laws and Regulations Records Casing Removal	$2,219.67

Dear Sir:

Please send us Mocon Corporation's Bond Number, the name and address of the issuing company, and the name of the firm/person on behalf of Mocon Corporation to whom the bond was issued. Thank you for your time and consideration.

Sincerely,
Ronald F. McConnell
dba Steinman Bros. Drilling Co.

cc Mocon Corporation

RECEIVED
AUG 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

STEINMAN BROS. DRILLING CO.
Oregon License No. 1
3023 S.E. Holly Avenue
MILWAUKEE, OREGON 97222

(503) 654-2890

DATE January 15, 1986
NUMBER Mocon Job #137
Purchase Order #1631
Well Abandonment #16A-84/
Schoppert
Well Abandonment #16B-84/
Oregon State Highway
Department
Water Well #19-84/
Schoppert (Abandonment
#16A-84/Schoppert);
Replacement well for
Well Abandonment #16A-84
Schoppert

$ ____________________

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

TERMS: PAST DUE: Net 10 days of Statement dated September 6, 1984; 1-1/2% per month thereafter (18% per annum)

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
9-06-84	Well #19-84/Schoppert (Replacement well for Well Abandonment #16A-84/Schoppert)	$2,167	37
6-21-84	Well Abandonments #16A-84 & #16B-84	52	30
	Total Remaining Balance Due	$2,219	67
cc	Windell Stanley, Oregon State Highway Department David Willhite, Oregon State Highway Department		

DUPLICATE

Thank You

PAY LAST AMOUNT IN THIS COLUMN

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING	07-24-86
CONTRACT NO	9793
F A PROJECT NO	IX - 74(9)
DATE OF AWARD	5-4-84
FIRST NOTIFICATION DATE	5-24-84
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	3-20-86
ESTIMATED SEMIFINAL SUBMITTAL DATE	
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	100%

PROJECT NAME (SECTION): S.E. 122nd Ave. - Rock Creek Junction

HIGHWAY: Clackamas

COUNTY: Clackamas

CONTRACTOR: Mocon

KIND OF WORK: Grade, Pave. Strucs., Signals, Landscape, Bldg.

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 3,605,896.52

ESTIMATED PROJECT COST $ 3,530,181.00

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN -2.1%

ENGINEERING

AUTHORIZATION $ 500,000.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 478,050.00

PERCENT OF AUTHORIZATION 95 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/15/85	0	0	0	no
B	10/31/85	0	0	0	no
	/ /	0	0	0	
	/ /	0	0	0	.

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	66,154 cy	67,650 tn	21,700 tn			
EST. CORRECTED QUANTITIES	49,780 cy	77,850 tn	26,060 tn			
EST. PERFORMED TO DATE	49,780 cy	77,850 tn	26,060 tn			
PERCENT PERFORMED TO DATE	100	100	100	99	99	0

ACTIVITIES THIS WEEK:

No activity by the contractor for the week: July 18 - July 24, 1986.

cc Marion Craft — If contractor work remains to be done on the project it should be completed by now (other than paper-work). If not give the contractor 10-14 days notice and recommence time charges
G Wimer

sent 8-4-86 km

RECEIVED
JUL 29 1986
CONSTRUCTION SECTION
CE ✓ CAE
COE N OM
OE
CA K
CAM
EEO
SPC TC
SA K CC
FE CP
PQC
QCS
FILE

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

State Force Order work, and work on the semi-final.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Mocon has completed their contract work. Liquidated damages for part "B" were stopped March 20, 1986 at end of shift.

PROJECT MANAGER (SIGN) Earl Mershon
Earl Mershon

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71111

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 11, 1986

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:
S. E. 122nd Ave. - Rock Creek Jct.

11. GENERAL DESCRIPTION OF WORK
. Furnish and install a flashing beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/11/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $6,000; Federal Funds $5,100.

RECEIVED
STAT HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Invs.	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

CL 1986-0219

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:
CON 5 - 9793

May 28, 1986

Bachman Paving
8479 SE Bachman Drive
Gladstone, OR 97027

We have received your letter dated May 19, 1986, filing a claim on the following Highway Division contract:

FILED BY: Bachman Paving

AMOUNT: $1,107.00

FOR: Paving services

AGAINST (PRIME CONTRACTOR): Mocon Corporation

CONTRACT NO.: 9793

PROJECT: SE 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County

SURETY: United Pacific Insurance Co.

AGENT: Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

The State has a policy not to make payments direct to claimants.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Attn: Bond Department
33405 8th Avenue, Suite C-3000
Federal Way, WA 98003

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

MAY 19, 1986

TO: ROBERT W. GORMSEN, MANAGER
COMMISSION SERVICES

FROM: BACHMAN PAVING
JOSEPH BACHMAN, SUB-CONTRACTOR

SUBJECT: FILE NO: CON 4, CLAIM FOR PAYMENT AGAINST CONTRACTOR'S BOND

THE FEE FOR MY PAVING SERVICES ON HWY CONTRACT NO: 9793 ARE AS FOLLOWS:

9 HRS. TRUCK TIME @ $37.00 PER HR.	$ 333.00
8 HRS. TOOL TRUCK @ $15.00 PER HR.	120.00
1 DAY SPREADER BOX	150.00
1 DAY ROLLER	100.00
1 DAY WACKER	40.00
13 HRS. LABOR @ $28.00 PER HR.	364.00
	$1,107.00

PLEASE MAKE PAYMENT TO: BACHMAN PAVING, 8479 S.E. BACHMAN DRIVE, GLADSTONE, OREGON 97027.

SINCERELY,

Joseph Bachman

JOSEPH BACHMAN
BACHMAN PAVING

RECEIVED
MAY 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Bachman Paving
8479 S.E. Bachman Dr.
Gladstone, Or. 97027
656-9818

- Parking Lots
- Driveways
- Patching
- Rocking
- Grading

DATE Feb 7 1986

MoCon Corp.
P.O. Box 3258
Salem, Oregon
97302

State Hwy Dept.
SE. Hwy 212 + 130th

9hrs Truck Time 37.00 Per hr.	333.00
8hrs Tool Truck 15.00 Per h.	120.00
One Day Spreader Box	150.00
One Day Roller	100.00
One Day Wacker	40.00
13 hrs Labor 28.00	364.00

TERMS: NET 10th OF MONTH
1½% CHARGE ON PAST DUE

Total due $ 1107.00

RECEIVED
MAY 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9793

May 12, 1986

CON 5 -
#9793
#9928
#10,118
#10,040

David J. Buono
Attorney at Law
200 S. W. Market Street, #1410
Portland, OR 97201

As requested, we are attaching the front page, signature page, and copy of performance bond for each of the following contracts. You will note that on Contract No. 10,118 there is a payment bond. Just last year, a payment bond was included in the contract. In previous years, the performance bond was the only bond included in the contract.

Contract No. 9793 with Mocon Corporation for work on SE 122nd-Rock Creek Section

Contract No. 9928 with Mocon Corporation for work on Park Place-Clackamas Community College Section

Contract No. 10,040 with Mocon Corporation for work on SE Sunnyside Road at SE 82nd Avenue

Contract No. 10,118 with Mocon Corporation for work on Hubbard Road Extension.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc Marion Craft

fkn

STATE OF OREGON **INTEROFFICE MEMO**

TO: BOB GORMSEN
Highway Commission Secretary

DATE: April 28, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSHD CONTRACTS 9793, 9928, 10,040 AND 10,118

Attached is a letter from an attorney, David J. Buono, requesting several items of information for these projects.

Will you please provide the information he is requesting?

Contract No. 9793 is the 122nd Avenue-Rock Creek project on the Clackamas Highway.

Contract No. 9928 is the Park Place-Clackamas Community College project (the Oregon City Bypass).

Contract No. 10,040 is the SE Sunnyside Road @ SE 82nd Avenue project.

Contract No. 10,118 is the Hubbard Road Extension Section project.

MC/cy/2

Attachments

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

R. LEE ROSBACK

SUITE 1410
200 MARKET BUILDING
200 S.W. MARKET
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

April 21, 1986

Oregon State Highway Department
9002 S.E. McLoughlin
Milwaukie, OR 97222

Gentlemen:

Re: OSHD Contract Nos. 9793, 9928, 10118 and 10040

I represent Pacific Rock Products, Inc., a material supplier to Mocon Corporation in regard to the above-referenced Highway Division contracts. I am in the process of perfecting a claim for collection of balances due Pacific Rock Products, Inc. from Mocon Corporation on each contract. My client forwarded its Notice of Claim to the Secretary of State's office on March 12, 1986.

I would appreciate it if you would provide me with a copy of the front page and signature page of each of the above-referenced contracts, together with a copy of the payment bond supplied on each project. I believe that the bonding company for Mocon Corporation on each project was United Pacific, but I do not have bond numbers.

Thank you in advance for your cooperation.

Respectfully yours,

David J. Buono

David J. Buono

DJB:fjb

cc: Pacific Rock Products, Inc.

9793

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
9793

DATE: May 7, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-74(9)

Contract 9793, Work Completed 3-20-86

Project SE 122nd Ave.-Rock Creek Jct.

Highway Clackamas

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 3, 1986

G. K. Hassner
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | [illegible] | Sign | Act | [illegible]

Orig. to
6/18

BMW:11

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
MAY 13 1986
OREGON DIVISION

734-2023 (2-85)

jc 9793

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-25-86

4. PROGRAM NO.

5. ITEM NO. 71111

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 29 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE January 22, 1986

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:
S. E. 122nd Ave. - Rock Creek Jct. Section

11. GENERAL DESCRIPTION OF WORK
Installation of Electric Service for flashing beacon & installation of Luminaire

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/22/86 as requested in Mr. Fredrickson's letter of 4/15/86 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $664.35;
Federal Funds $564.00.

14. DATE 4/25/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

-979-

April 15, 1986

COM 5
#9793

Ron Platt Mfg., Inc.
200 SE Bridgeford Blvd.
Bend, OR 97702

Thank you for your letter of March 26, 1986, advising us that you have been paid in full for a claim in the amount of $811.20.

This claim was against Mocon Corporation on Contract No. 9793 for work on the SE 122nd Avenue-Rock Creek Section of the Clackamas Highway in Clackamas County.

This information will be noted in our records and we will advise the surety and the contractor.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

bc: Secretary of State Filed: 2-12-86; CL 1986-0072

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
4-15-86
azm

STEEL FABRICATION **RON PLATT MFG., INC.** COMMERCIAL & INDUSTRIAL
61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665

March 26, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Contract No. 9793
SE 122nd Avenue - Rock Creek Section
Clackamas Highway, Clackamas County

CONTRACTOR: Mocon Corporation

SUBCONTRACTOR: Gaynetco, Inc.

SUBJECT: Claim against Bond for $811.20

Gentlemen:

Please be advised that we have been paid in full for the above mentioned project. Thank you for your help and cooperation.

Sincerely,

RON PLATT MFG., INC.

Ronald E Platt

Ronald E. Platt
President

CL 1986-0152

9793

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: CON 5
#9793

April 15, 1986

Columbia Neon Co.
1820 East Burnside Street
Portland, OR 97214

Attention: N. E. Davis
Chairman

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter dated March 21, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Columbia Neon Co.
AMOUNT:	$1,900.00
FOR:	Manufacture of signs
AGAINST (Prime Contractor):	Mocon Corporation
SUBCONTRACTOR:	Gaynetco
CONTRACT NO.:	9793
PROJECT:	SE 122nd Avenue-Rock Creek Section, Clackamas Highway, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**ORIGINAL SIGNED
ROBERT W. GORMSEN**
Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

NOTED ON CARD
5/20/86 CB

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COLUMBIA NEON CO.

CN

March 21, 1986

Mr. Robert W. Gormsen
Commission Services
Transportation Bldg. - Room 121
Salem, Oregon 97310

Dear Mr. Gormsen

Please consider this letter a claim filed for Columbia Neon, 1820 E. Burnside, Portland, Oregon 97214.

Our claim against:

Mocon Corporation P. O. Box 3258 Salem, Oregon 97302	and/or	Gaynetco 1416 N. E. Marx Portland, Oregon 97220

Claim for: State contract: #9793
Sign work: Highway "OPEN" sign
S. E. 122nd - Rock Creek
Clackamas, Oregon

Description of work: Manufacture of two "Open" illuminated highway traffic signs, as per specification in State drawing S-18.

Price: $1,900.00 (FOB our plant)

I trust this is the necessary information for filing a claim against a contractor bond.

Thank you for your assistance in this matter.

Very truly yours,

COLUMBIA NEON CO., INC.

NEDavis

N. E. Davis
Chairman

NED:mr
Enclosure

1820 EAST BURNSIDE STREET / PORTLAND, OREGON 97214-1597 / (503) 232-8153

[illegible]
CORPORATION
P.O. BOX 3258
[illegible], OREGON 97[illegible]
PHONE: [illegible]-1470

RECEIVED
SEP 10 1985
Ans'd..........

LETTER OF TRANSMITTAL

DATE 9-9-85 JOB NO.
ATTENTION
RE: SE 172nd - Rock C.
[illegible] 97[illegible]

TO [illegible], Inc.
10416 N.E. Marx
Portland, Or 97220

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via __________ the following items:

☑ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ __________

COPIES	DATE	NO.	DESCRIPTION
2			"OPEN" [illegible]

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☑ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐

☐ FOR BIDS DUE __________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

COPY TO

SIGNED:

If enclosures are not as noted, kindly notify us at once.

9793

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. E. 122nd. Avenue - Rock Creek Junction
WEEK ENDING: APRIL 12, 1986
SECTION PREFIX: C09793
HIGHWAY: Clackamas
COUNTY: Clackamas
NAME OF JOB: S.E. 122nd. Ave.- Rock Cr. Jct.
KIND OF WORK: Grade,Pave,Strucs., Signals, Landscape, Bldg.
CONTRACTOR: Mocon Corporation
CONTRACT NUMBER: 9793
FEDERAL AID PROJECT NUMBER: IX74(9)
DATE OF CONTRACT: May 4, 1984
DATE WORK STARTED: May 24, 1984
ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1
SPECIFIED WORK DAYS: n/a
WORK DAYS USED: n/a
SPECIFIED CALENDAR DAYS: n/a
CALENDAR DAYS USED: n/a
ADD AUTH 12/17/85 PROJECT AUTHORIZATION: $3,605,896.52
SPECIFIED COMPLETION DATE: A=9-15-85 B=10-31-85
PERCENT OF TIME ELAPSED: A 139% B 127%
EXCLUSIVE OF ENGINEERING: $3,105,896.52*
ENGINEERING AUTHORIZATION: $500,000.00*
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,105,896.52*
ENGINEERING COST TO DATE: $469,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 94 %
DATE PROJECT WAS COMPLETED: A=10/16/85, B=3/20/86

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Lights & Signals	Landscape
96	93	75	97	96	Bldg. 80	52	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.08	2.08			2.08
MILES PARTIALLY COMPLETED	2.05	2.05			2.05
MILES COMPLETED	0	0			2.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	66,154 cy	67,650 tn			21,700 tn
TOTAL QUANTITIES CORRECTED TO DATE	66,162 cy	67,650 tn			21,000 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	49,780 cy	77,850 tn			26,060 tn
AVERAGE DAILY QUANTITIES	701 cy	1,158 tn			1,302 tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	1,365 cy	---			---
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Rock Cr. 1439-B	Wall 16698						
PERCENT	95	100						

APR. 1986	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6				
MONDAY 7				
TUESDAY 8				
WEDNESDAY 9				
THURSDAY 10				
FRIDAY 4				
SATURDAY 5				

CONT. No.: 9793 DATE: APRIL 12, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6 SUNDAY	No activity.
7 MONDAY	No activity.
8 TUESDAY	No Activity.
9 WEDNESDAY	No activity.
10 THURSDAY	No contractor activity.
4 FRIDAY	No activity.
SATURDAY 5	No activity.

REMARKS

SUMMARY: Mocon completed their contract work with the completion of the M.H. at sta 359+30. Liquidated damages for part "B" were stopped on March 20, 1986 at end of shift.

ANTICIPATED: State Force Order work, and work on the semi-final.

SIGNED Earl Mershon LOCATION Portland, OR

Earl Mershon, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP'F216

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
APR 15 '86
REFER TO
Fredrickson
FOR
4/17

REGION NO. 10	REPORT NO. 6	COUNTY Clackamas	DIVISION Oregon
IN COMPANY WITH Earl Mershon and Wendell Stanley, OSHD			
DATE OF INSPECTION 4/3/86	INSPECTION MADE BY T. P. Lowe and J. Klamerus, Area Engineers		PROJECT NO. IX-74(9)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 122 %	WORK COMPLETED 99 %

S. E. 122ND AVE. - ROCK CREEK SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structure, Signing and Landscaping

NOTED
W. E. SCHWARTZ

This project provided for the construction of four 12-foot travel lanes and a continuous left turn median with 8-foot shoulders. It also involved widening the Rock Creek structure and reconstruction of the Rock Creek interchange.

All work was completed at the time of the inspection except for installation of a flashing beacon which will be perforemed by State Force Order and the replacement of plants that died last winter.

The project manager advised there are no claims pending on this project, however, he expects the contractor to request a time extension.

The cost of this project overran the original estimate about 20%. A revised authorization has been granted. The estimated final cost of $3,106,000 is slightly under the revised authorization.

The project manager advised that the contactor achieved a bonus pavement of about 1.043 with the asphaltic concrete quality. The assistant project manager expressed his pleasure in working with the new statistical AC specification. He said it is refreshing to work with a contractor who is trying to earn a bonus payment.

Test results indicate that the quality of cement treated base is satisfactory.

The ride on this paving project is exceptionally good. As mentioned above, the quality of asphaltic concrete also is exceptionally high (bonus payment in excess of 1.04). This paving project should be a strong candidate for a paving award this year.

- TPL -

Form **FHWA-1446A**
(Rev. 2-84)

CL 1986-0072
9793

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 12 1986
BARBARA ROBERTS
SECRETARY OF STATE
FILE NO.: CON 5
#9793

February 10, 1986

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

We have received your letter dated January 2, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$811.20
FOR:	Fabricate sign structures
AGAINST (Prime contractor):	Mocon Corporation
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	9793
PROJECT:	SE 122nd Avenue-Rock Creek Section Clackamas Highway, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86cc

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S.E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: S. E. 122nd Avenue - Rock Creek Section of the
Clackamas Highway - Clackamas County, Oregon
OSHD Contract #9793

CONTRACTOR: Mocon Corporation, P. O. Box 3258, Salem,
Oregon 97302

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc., 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since October, 1985. We still have not been paid $780.00 for work performed and $31.20, interest accrued to date. Total amount of $811.20 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,
RON PLATT MFG., INC.
Ronald E. Platt
Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9773

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 31, 1986

In Reply Refer to
File No.:

Mr. James H. Bean
Lindsay, Hart, Neil
& Weigler
Lawyers
Suite 1800
222 S.W. Columbia
Portland, OR 97201-6618

RE: Allen/Bryden Properties
Files 51400 & 51401
I-205/Rock Creek
Section
Clackamas Highway

Dear Mr. Bean:

Apparently you have read my letter of January 17, 1986, in which I agreed with a reasonable solution to this problem. I believe that this is a reasonable solution and should be adequate to serve both the properties that were involved in this transaction.

The reservation of 35 feet does not imply a wider constructed access. Please refer to the enclosed copy of the real estate option on which the settlement to the Allens was made. The 16 feet is to be the top surface of the width of the approach.

Again, as I indicated in my previous correspondence, the State Highway Division is willing and anxious to cooperate with the adjacent owners, but not to the detriment of our access control. Access control is the primary method that the State Highway Division has of retaining their economic value in a newly constructed section. Violations of this access policy quickly depreciate the value of those improvements.

I am willing to discuss this matter with you at any time. If you wish to discuss it please contact me at 378-6299.

Cordially,

J B Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh
enclosure
cc: Senator Walt Brown
Pat Schwartz
Ed Hardt
Ken Rolfe
Charles Bryden, Jr.
Clackamas County Planning Commission
John L. Langslet
Lamar L. Allen

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
JAN 31 '86
REFER TO
FOR:
Info | Inves | R/D | O/K | Sign | [illegible] | File

Form 734-3122

9773

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-160

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project Number: IX-74(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,309,885.00	$ 3,543,790.00	
Federal funds	$ 2,813,403.00	$ ~~3,012,222.00~~	3,003,778 (177) 8,444 (178)
Other revisions			

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1986

FEDERAL AID PROJECT NO. IX-74(9)

SE 122ND AVE.-ROCK CREEK JTC. SECTION
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y060
UTILITY ADJUSTMENT

Utility Adjustment	All Required	$ 9,934.00

TYPE CODE I000
ROADWAY (STA. "L" 330+00 THRU EQ. STA. "L" 420+58.58 BK. - "L" 420+56.88 AH. to STA. "L"

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$ 16.00	200	$ 3,200.00	472	$ 7,558.40
1"-0 Aggregate Base	6.60	9,000	59,400.00	10,500	69,300.00
Class C Asphalt Concrete Mixture	14.00	21,700	303,800.00	231,000	323,400.00
Asphalt Cement in Mixture	168.00	1,300	218,400.00	2,000	336,000.00
18-inch Culvert Pipe	15.00	1,790	26,850.00	2,100	31,500.00
Type 1 Fence (PA #2A)	2.42	---	---	678	1,640.76
AC Adjustment (Adj. #4A)	1.00	---	12,800.00	---	18,387.08
Asphalt Escalation Oct. (Adj. #6A)	---	---	---	---	8,034.21
			$624,450.00		$795,820.45

Increase	$ 171,370.45
Subtotal from estimate of Dec. 4, 1985	2,341,383.00
Subtotal	$2,512,753.45
Engineering	366,913.55
Total	$2,879,667.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)(STA. 417+00)(STA. 430+00)

Total as on estimate of May 14, 1984	$ 72,703.00

TYPE CODE X081
STRUCTURE, BRIDGE NO. 1439B (STA. "L" 425+80 TO STA. "L" 427+63)

Total as on estimate of May 14, 1984	$ 575,861.00

Length of Roadway .... 2.042 mi.
Length of Structure .... 2.035 mi.
Total Length .... 2.077 mi.

Cost of Roadway Per Mile $1,410,218.90

RETAINED IN RESERVE

Fence Reconstruction	All Required	$ 5,000.00
	Subtotal	$ 5,000.00
	Engineering	625.00
	Total	$ 5,625.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Fund
Utilities	178	$ 9,934.00	$ 8,444.00	$ 1,490.00
Roadway	177	2,879,667.00	2,447,716.00	431,951.00
Signals	177	72,703.00	61,798.00	10,905.00
Structures	177	575,861.00	489,482.00	86,379.00
Subtotal		$3,538,165.00	$3,007,440.00	$ 530,725.00
Reserve		5,625.00	4,782.00	843.00
Total		$3,543,790.00	$3,012,222.00	$ 531,568.00

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 1,500.00

Group 1	100%
Contract No.	9793
Prefix:	103-1963
Prefix:	C09793

RLC:bkb

14:1-

STATE COPY

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-109		State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number IX-74(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,026,031.00	$ 3,309,885.00
Federal funds	$ 2,572,128.00	$ 2,813,403.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 4, 1985

FEDERAL AID PROJECT NO. IX-74(9)

S.E. 122nd Ave.-Rock Creek Jct. Section
Clackamas Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y060

Utility Adjustment All Required $ 9,934.00

TYPE CODE I000
Roadway (Sta. "L" 330+00 thru EQ Sta. "L" 420+58.58 Bk. - "L" 420+56.88 Ah. to Sta. "L" 439+66.03)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 7.50	2,500	$ 18,750.00	3,073	$ 23,047.00
Trench Excavation	6.00	1,436	8,616.00	3,400	20,400.00
Treated Base Mixture	8.60	60,150	517,290.00	70,000	602,000.00
Cement in Treated Base Mixture	67.00	3,300	221,100.00	3,612	242,004.00
1"-0 Aggregate Base	6.60	7,500	49,500.00	9,000	59,400.00
18-inch Culvert Pipe	15.00	1,790	26,850.00	2,500	37,500.00
Filter Fabric (P.A. #8A)	0.75	--	---	4,500	3,375.00
Class "C" A.C. (P.A. #9A)	14.00	--	---	2,500	35,000.00
Commercial Class "C" A.C. Mix (P.A. #14A)	14.00	--	---	750	10,500.00
A.C. Adjustment (Adj. #4A)	--	--	---	--	12,800.00
Asphalt Escalation, September (Adj. #5A)	--	--	---	100%	8,604.00
Temp. Pavement Striping (F.A. #1)	--	--	---	--	4,000.00
Remove Concrete (F.A. #2)	--	--	---	--	2,350.00
Clean Existing Drain Ditch (F.A. #3)	--	--	---	--	4,730.00
Relocate Power Poles (S.F.O. #1)	--	--	---	--	4,941.00
Electronic Weighing Sys. (S.F.O. #3)	--	--	---	--	13,365.00
			$842,106.00		$1,084,016.00

Increase	$ 241,910.00
Subtotal from Estimate of May 14, 1984	2,099,473.00
Subtotal	$2,341,383.00
Engineering	304,379.00
Total	$2,645,762.00

TYPE CODE Y031
Signals (2 locations)(Sta. 417+00)(Sta. 430+00)

Total as on Estimate of May 14, 1984	$ 72,703.00

TYPE CODE X081
Structure, Bridge No. 1439B(Sta. "L" 425+80 to Sta. "L" 427+63)

Total as on Estimate of May 14, 1984	$ 575,861.00

Length of Roadway -------------------------- 2.042 mi.
Length of Structure ------------------------ 2.035 mi.
Total Length ------------------------------- 2.077 mi.

Cost of Roadway Per Mile ------------------ $1,295,671.89

Retained in Reserve

Fence Reconstruction

All Required	$ 5,000.00
Subtotal	$ 5,000.00
Engineering	625.00
Total	$ 5,625.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Utilities	178	$ 9,934.00	$ 8,444.00	$ 1,490.00
Roadway	177	2,645,762.00	2,248,897.00	396,865.00
Signals	177	72,703.00	61,798.00	10,905.00
Structures	177	575,861.00	489,482.00	86,379.00
TOTAL		$3,304,260.00	$2,808,621.00	$495,639.00
Reserve	177	5,625.00	4,782.00	843.00
TOTAL		$3,309,885.00	$2,813,403.00	$496,482.00

Group 1: 100%
Contract No. 9793
Prefix: 103-1963
Prefix: C09793

RLC:me

S.E. 122nd Ave.-Rock Creek Section
Clackamas Highway
Nonparticipating State Work

State Responsibility for Damages	All Required	$1,500.00

9793

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-127 + 128	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-18-84	State OREGON County CLACKAMAS Project No. IX-74(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SE 122nd Ave.-Rock Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	2.077

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,026,031	$ 2,572,128

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator MAY 18 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon May 14, 1984

Federal-Aid Project No. IX-74(9)

S.E. 122nd Ave.-Rock Creek Jct. Section
Clackamas Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y060

Utility Adjustment		All Required		$ 9,934.00

Type Code I000
Roadway (Sta. "L" 330+00 thru EQ Sta. "L" 420-58.58 Bk. - "L" 420+56.88 Ah. to Sta. "L" 439+66.03)

Mobilization	85%	All Required		$ 160,820.00
Temporary Protection and Direction of Traffic		All Required		17,000.00
Temporary Signs	723	Sq. Ft.	10.00	7,230.00
Temporary Barricades	52	Each	100.00	5,200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	250	Lin. Ft.	6.00	1,500.00
Temporary Guardrail, Type 1-A Reflectorized	413	Lin. Ft.	12.00	4,956.00
Temporary Traffic Signal Installation		All Required		8,800.00
Temporary Plastic Safety Markers	70	Each	50.00	3,500.00
Flagmen	2,500	Hour	7.50	18,750.00
Clearing and Grubbing		All Required		24,000.00
Removal of Structues and Obstructions		All Required		6,000.00
Well Abandonment		All Required		3,000.00
Ditch Excavation	584	Cu. Yd.	5.00	2,920.00
Embankment in Place	63,941	Cu. Yd.	2.10	134,276.10
Trench Excavation	1,436	Cu. Yd.	6.00	8,616.00
Finishing Roadbed and Slopes		All Required		33,000.00
Furnishing and Placing Topsoil	1,642	Cu. Yd.	8.75	14,367.50
Watering	200	M-Gal.	16.00	3,200.00
Treated Base Mixture	60,150	Ton	8.60	517,290.00
Cement in Treated Base Mixture	3,300	Ton	67.00	221,100.00

1"-0 Aggregate Base	7,500	Ton	6.60	49,500.00
Class "C" Asphalt Concrete Mixture	21,700	Ton	14.00	303,800.00
Asphalt Cement in Mixture	1,300	Ton	168.00	218,400.00
Hydrated Lime in Mixture	220	Ton	100.00	22,000.00
Asphalt in Tank Coat	23	Ton	200.00	4,600.00
Concrete in Box Culverts	161	Cu. Yd.	205.00	33,005.00
Reinforcement in Box Culverts	29,769	Lb.	0.38	11,312.22
12-inch Culvert Pipe	320	Lin. Ft.	12.00	3,840.00
18-inch Culvert Pipe	1,790	Lin. Ft.	15.00	26,850.00
30-inch Culvert Pipe	80	Lin. Ft.	25.00	2,000.00
42-inch Culvert Pipe	278	Lin. Ft.	36.00	10,008.00
48-inch Culvert Pipe	20	Lin. Ft.	38.00	760.00
18-inch Storm Sewer Pipe	546	Lin. Ft.	18.00	9,828.00
Extra for Pipe Under Pavement	80	Lin. Ft.	30.00	2,400.00
Concrete Manholes	1	Each	15,000.00	15,000.00
Concrete Inlets, Type G	1	Each	600.00	600.00
Concrete Inlets, Type G-1	1	Each	600.00	600.00
Concrete Inlets, Type D	3	Each	600.00	1,800.00
Guardrail, Type 2A	2,675	Lin. Ft.	10.00	26,750.00
Guardrail, Type 3	100	Lin. Ft.	24.00	2,400.00
Guardrail Anchors, Type 1	9	Each	250.00	2,250.00
Guardrail Anchors, Type 1 Modified	5	Each	250.00	1,250.00
Rail End Pieces, Type B	5	Each	50.00	250.00
Rail End Pieces, Type C	9	Each	80.00	720.00
Concrete Islands	60	Cu. Yd.	100.00	6,000.00
Extra for Asphalt Approaches	61	Each	135.00	8,235.00
Paved Culvert End Slopes	78	Sq. Ft.	4.00	312.00
Drainage Curbs	30	Lin. Ft.	5.00	150.00
Loose Riprap Class 700	500	Cu. Yd.	25.00	12,500.00
Concrete in Channel Repair	70	Cu. Yd.	90.00	6,300.00
Delineators, Type 2	40	Each	20.00	800.00
Delineators, Type 3	40	Each	20.00	800.00
Delineators, Type 4	15	Each	15.00	225.00
Adjusting Manholes	7	Each	500.00	500.00
Reconstructing Concrete Manholes	10	Each	500.00	5,000.00
Single Mailbox	20	Each	125.00	2,500.00
Truck Scale Pit and Approach Slabs	1	Each	20,000.00	20,000.00
Protective Concrete Barriers		All Required		500.00
Concrete Ditch Lining	30	Sq. Yd.	35.00	1,050.00
Mono-Directional Crystal Type I Markers	537	Each	3.00	1,611.00
Bi-Directional Yellow Type I Markers	546	Each	3.25	1,774.50
White Type II Markers	2,015	Each	2.00	4,030.00
Removal of Existing Signs		All Required		570.00
Wood Sign Posts		All Required		2,000.00

Signal Pole Mounts		All Required		600.00
Type "C" and "D" Signs in Place	201	Sq. Ft.	10.00	2,010.00
Type "EE" Signs in Place	66	Sq. Ft.	11.00	726.00
Type "U" Signs in Place	492	Sq. Ft.	11.00	5,412.00
Neon "OPEN" Signs in Place	1	Each	900.00	900.00
Roadway and Scale Site Lighting, Complete		All Required		3,400.00
Weigh Station Traffic Control Signals, Complete		All Required		3,300.00
Roadside Seeding and Mulching	9	Acre	525.00	4,725.00
Finishing and Planting Shrubs	973	Each	5.60	5,448.80
Furnishing and Planting Vines	14,914	Each	0.62	9,246.68
Soil Conditioner	487	Cu. Yd.	12.00	5,844.00
Bark Mulch	66	Unit	117.50	7,755.00
Scale House Building Complete		All Required		18,000.00
				$ 2,087,673.80

Anticipated Items

Permanent Pavement Striping		All Required		$ 6,000.00
Temporary Pavement Striping		All Required		4,000.00
Temporary Erosion Control		All Required		1,000.00
On-the-job Trainees (1-1,000 Hrs. @ $0.80)		All Required		800.00
				$ 11,800.00
			Subtotal	$ 2,099,473.80
			Engineering	262,434.20
			Total	$ 2,361,908.00

Type Code Y031
Signals (2 Locations)(Sta. 417+00)(Sta. 430+00)

Traffic Signal Installation, Complete		All Required		$ 60,000.00
Fire Preemption System, Complete		All Required		2,200.00
				$ 62,200.00

Anticipated Items

State Furnished Software		All Required		$ 500.00
Signal Controller Testing		All Required		1,925.00
				$ 2,425.00
			Subtotal	$ 64,625.00
			Engineering	8,078.00
			Total	$ 72,703.00

Type Code X081
Structure, Bridge No. 1439B (Sta. "L" 425+80 to Sta. "L" 427+63)

Mobilization	15%	All Required		$ 28,380.00

Bridge Removal Work		All Required		27,000.00
Shoring, Cribbing, Etc.		All Required		5,000.00
Structure Excavation	800	Cu. Yd.	20.00	16,000.00
Structure Excavation Below Elevations Shown	80	Cu. Yd.	20.00	1,600.00
Special Wall Backfill	600	Cu. Yd.	10.00	6,000.00
Structural Concrete, Class 3300		All Required		124,831.00
Structural Concrete, Class 4500		All Required		64,665.00
55/60 Type III Prestressed Beams	7	Each	4,542.00	31,794.00
60'/65' Type III Prestressed Beams	3	Each	4,772.00	14,316.00
70'/75' Type III Prestressed Beams	3	Each	5,578.00	16,734.00
75'/80' Type III Prestressed Beams	2	Each	5,923.00	11,846.00
80'/85' Type III Prestressed Beams	2	Each	6,843.00	13,686.00
Reinforcement		All Required		47,220.00
Coated Reinforcement		All Required		17,620.00
Reinforced Concrete Bridge End Panels	335	Sq. Yd.	60.00	20,100.00
Type G Concrete Rail	384	Lin. Ft.	30.00	11,520.00
2-inch Electrical Conduit	250	Lin. Ft.	12.50	3,125.00
Membrane Waterproofing	1,410	Sq. Yd.	5.50	7,755.00
Concrete Barrier	82	Lin. Ft.	30.00	2,460.00
				$ 471,652.00

Alternate "A"

Wall Excavation	245	Cu. Yd.	7.00	$ 1,715.00
8-inch Concrete Block Walls	4,810	Sq. Ft.	6.00	28,860.00
Block Wall Footings	1,610	Sq. Ft.	6.00	9,660.00
				$ 40,235.00

ALTERNATE "A" SUBTOTAL	$ 511,877.00
Engineering	63,984.00
TOTAL	$ 575,861.00

Length of Roadway	2.042 mi.
Length of Structure	0.035 mi.
Total Length	2.077 mi.
Cost of Roadway Per Mile	$ 1,156,664.05

Retained in Reserve

Fence Reconstruction	All Required		$ 5,000.00
		Subtotal	$ 5,000.00
		Engineering	625.00
		Total	$ 5,625.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Utilities	178	$ 9,934.00	$ 8,444.00	$ 1,490.00
Roadway	177	2,361,908.00	2,007,622.00	354,286.00
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Structures	177	575,861.00	489,482.00	86,379.00
Total		$ 3,020,406.00	$ 2,567,346.00	$ 453,060.00
Reserve	177	5,625.00	4,782.00	843.00
Total		$ 3,026,031.00	$ 2,572,128.00	$ 453,903.00

Group 1	100%
Contract No.	9793
Prefix:	103-1963
Prefix:	103-1065

S.E. 122nd Ave.-Rock Creek Section
Clackamas Highway
Nonparticipating-State Work

State Responsibility for Damages	All Required	$	1,500.00

CL:pf

9793

N

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MICHAEL PETER ALCANTAR, P.C.
MARK E. FOSTER*

*NOT ADMITTED IN OREGON

January 28, 1986

RECEIVED
STATE HWY ENGR
JAN 29 '86
REFER TO
FOR
Info	Issues	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Mr. J. B. Boyd, PE, PLS
Right of Way Manager
Department of Transportation
STATE OF OREGON HIGHWAY DIVISION
Transportation Building
Salem, OR 97310

Re: Access Problem
Allen/Bryden Properties
I-205/Rock Creek Section
Clackamas Highway

Dear Mr. Boyd:

We represent Mr. and Mrs. Lamar Allen. Our clients have referred to us your letter of January 17, 1986 and requested we respond to the comments contained therein.

We have reviewed the documents relating to access from the Allen and Bryden property to Highway 224. It is apparent to us that even though Mr. and Mrs. Bryden may not have been fully aware of the access limitations imposed on their property in connection with the expansion and improvement of Highway 224, that both the State Highway Division and Clackamas County have previously acted in a manner totally inconsistent with the position asserted in your letter of January 17, 1986. The state constructed, at taxpayers' expense, an access which serves both the Bryden and the Allen property. We are advised that access was constructed following discussions between Mr. Bryden and Highway Division construction supervisors with the clear implication to Mr. Bryden that the access could be used by him and Mr. Allen to serve their respective properties. Mr. and Mrs. Allen were assured by the state they would have a 35-foot access to serve their property. The access, as constructed adjacent to the Bryden and Allen property line, is, we are advised, 35-feet in width. It is certainly acceptable in its present location and condition to Mr. and Mrs. Allen. We are advised it is also acceptable in its present location to the Brydens.

Mr. and Mrs. Allen have incurred significant expense in establishing the cross-easement agreements and securing approval from Clackamas County for the 50-foot access mandated by Clackamas County regulations. At no time in the entire variance process was there ever any suggestion the state would attempt to interfere with or disrupt the access.

If I understand the state's current position in this matter, it would involve tearing up or barricading the westerly half of the access (that portion adjacent to Bryden property). The expense of such removal or barricading, following shortly the expense of constructing the access in the first place, could then reasonably be expected to be followed by additional expense as the Allens insist upon the state providing the full 35-foot access adjacent to the Allen property as originally contemplated. Such a process seems ridiculous and bureaucratic in the extreme. The properties served by the subject easement are both industrial and residential properties. The county reguluations clearly require access equal to that provided by the Allen/Bryden easements. It would be possible for the Allens, in cooperation with Mrs. Dolan, to simply shift the existing 35-foot paved access 17 or 18 feet towards the east. Such a shift would create a curve entering the easement access and would be both expensive and wasteful. It would serve no useful purpose whatsoever.

We request you reconsider the position set forth in your letter of January 17, 1986. We will be happy to cooperate with you and the county in any way appropriate to resolve this matter.

Yours very truly,

James H. Bean

JHBbea636
cc: Senator Walt Brown
Pat Schwartz
Ed Hardt
Ken Rolfe
Charles Bryden, Jr.
Clackamas County Planning Commission
John L. Langslet, Esq.
Larry E. Brisbee, Esq.
Mr. and Mrs. Lamar Allen

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 17, 1986 **W. E. SCHWARTZ**

Mr. Lamar L. Allen
13601 S.E. Highway 212
Clackamas, OR 97015

RE: Access Problem
Allen Property
File 51401
I-205/Rock Creek
Section
Clackamas Highway

Dear Mr. Allen:

The problem of your access has been brought to my attention. The problem has developed through unfortunate communications. Some of these communications are difficult to determine at this time. The solution proposed by Mr. Ken Rolfe is satisactory and is only reasonable in these circumstances.

Each of the properties, your property and your neighbor, Mr. Bryden's property were granted one approach during the negotiations for the right-of-way. The limitation of access is a part of our purchase from you at that time. These accesses may be moved by a process called an indenture, but may not increase in number without a grant. The grant process probably would not be successful in your case as the accesses granted to your property were ample to serve it. The access granted to the your property has already been indentured to a location adjacent to the west property line. Through a miscommunication, a wider than 16-foot approach was built at this location, purportedly to serve a development envisioned by Mr. Bryden and yourself. The utilization of this widened approach is contingent upon Mr. Bryden indenturing his access point to a point adjacent to the common property line. The two approaches can be utilized then for the 50-foot right-of-way required by the partition process.

VED
HWY ENGR
JAN 21 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

I believe a reasonable length of time in order to accomplish this will be 30 days. At the end of that period if no agreement is reached I will have no other recourse than to request installation of a guardrail to preclude Mr. Bryden's use of the wide access.

As to your complaints about the construction and the sight distance involved in the approach, I personally utilized it several times on

Form 734-3122

January 16 and found no problems in the sight distance in either direction. I trust that this letter clarifies the position of the Highway Division relative to this problem.

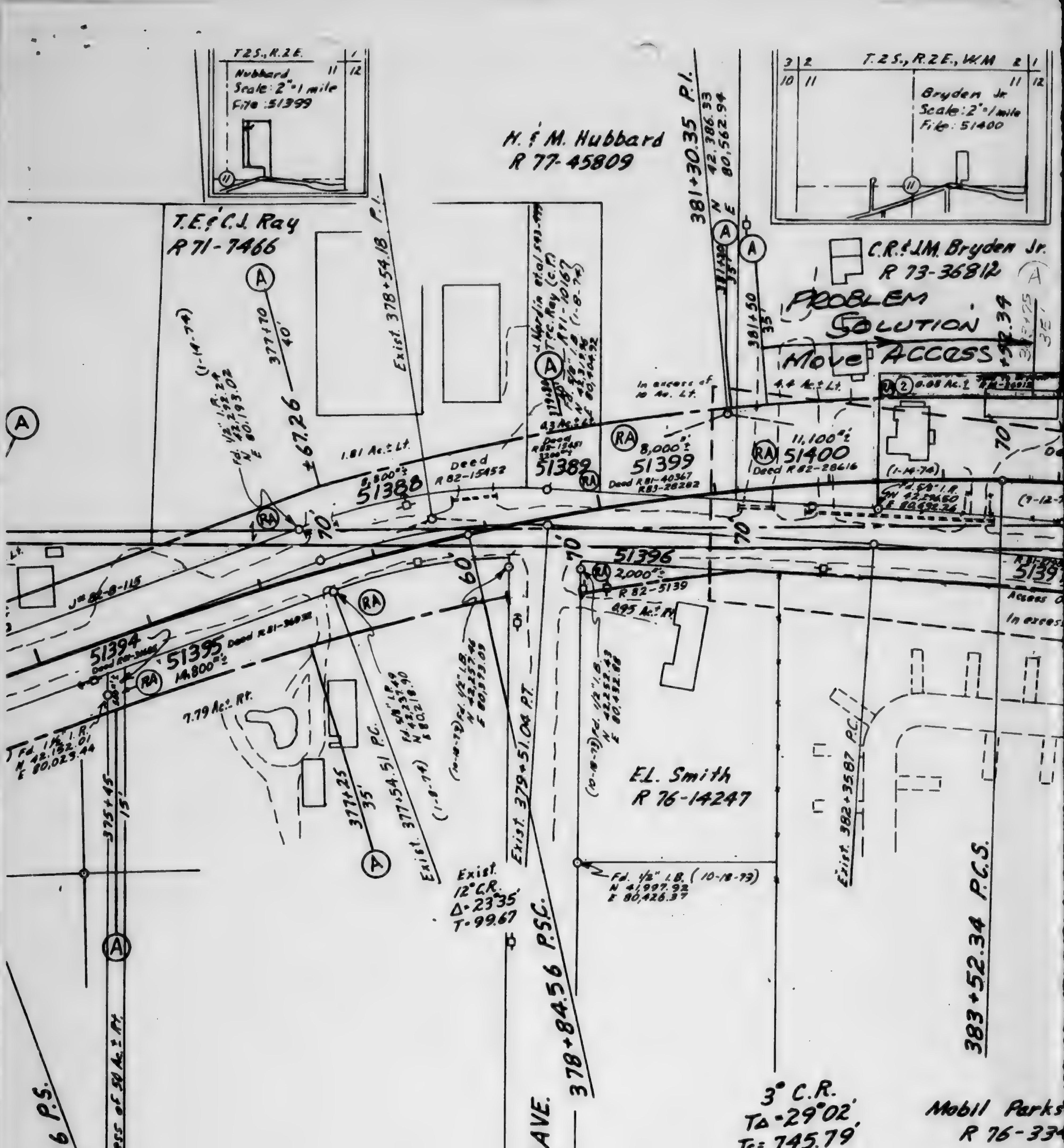
Cordially yours,

JB Boyd

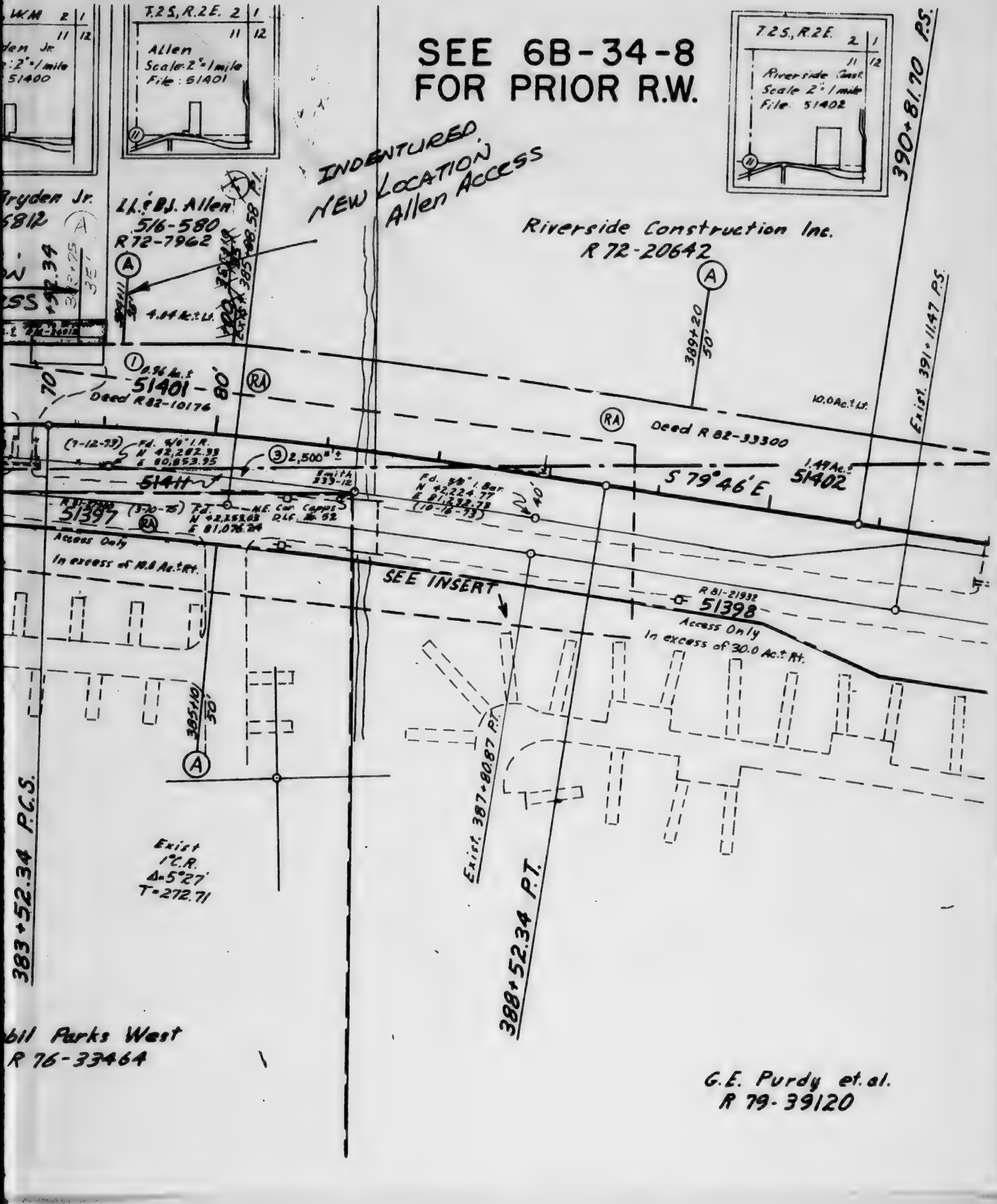
J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh

cc: Senator Walt Brown
✓Pat Schwartz
Ed Hardt
Ken Rolfe
Charles Bryden, Jr.
Clackamas County Planning Commission



T.2S., R.2E.
Hubbard
Scale: 2" = 1 mile
File: 51399
T.2S., R.2E., W.M.
Bryden Jr.
Scale: 2" = 1 mile
File: 51400
H. & M. Hubbard
R 77-45809
T.E. & C.J. Ray
R 71-7466
C.R. & J.M. Bryden Jr.
R 73-36812
PROBLEM
SOLUTION
Move ACCESS
381+30.35 P.I.
N 42,386.33
E 80,562.94
Exist. 378+54.18 P.I.
377+70
40'
±67.26
381+50
35'
4.4 Ac.± Lt.
In excess of 10 Ac. Lt.
1.81 Ac.± Lt.
8,500 ±
51388
Deed R 82-15453
51389
8,000 ±
51399
Deed R 81-40367
R 83-28282
11,100 ±
51400
Deed R 82-28616
51396
2,000 ±
R 82-5139
.495 Ac.± Rt.
51394
51395
14,800 ±
Deed R 81-36093
7.79 Ac.± Rt.
Fd. 1½" I.R.
N 42,132.01
E 80,023.44
375+45
15'
377+25
35'
Exist. 377+54.51 P.C.
Exist. 379+51.04 P.T.
Exist.
12° C.R.
Δ = 23°35'
T = 99.67
Fd. ½" I.B. (10-18-73)
N 41,997.92
E 80,426.37
E.L. Smith
R 76-14247
Exist. 382+35.87 P.C.
383+52.34 P.C.S.
378+84.56 P.S.C.
135th AVE.
3+84.56 P.S.
In excess of 50 Ac.± Rt.
3° C.R.
TΔ = 29°02'
Ts = 745.79'
500' Sp's.
S = 7°30'
a = .06
Mobil Parks
R 76-33
In excess
Access
70
60
A
RA


SEE 6B-34-8
FOR PRIOR R.W.
W.M 2 1 11 12
den Jr
:2"=1mile
51400
T.2S, R.2E. 2 1 11 12
Allen
Scale 2"=1mile
File: 51401
T.2S., R.2E. 2 1 11 12
Riverside Const.
Scale 2"=1mile
File: 51402
INDENTURED
NEW LOCATION
Allen Access
ryden Jr.
6812
L.L. & B.J. Allen
516-580
R72-7962
385+88.58 P.I.
4.04 Ac.± Lt.
① 0.96 Ac.±
51401 - 80'
Deed R82-10176
70
Riverside Construction Inc.
R 72-20642
389+20
50'
10.0 Ac.± Lt.
390+81.70 P.S.
Exist. 391+11.47 P.S.
Deed R 82-33300
S 79°46'E
1.49 Ac.±
51402
(7-12-73) Fd. 5/8" I.R.
N 42,282.33
E 80,853.95
③ 2,500 ft²±
51411
Smith
233-12
51397
(3-20-75) Fd.
N 42,253.03
E 81,076.24
N.E. Cor. Capps D.L.C. No. 52
Access Only
In excess of 10.8 Ac.± Rt.
Fd. 5/8" I. Bar
N 42,224.77
E 81,232.78
(10-16-73)
40'
SEE INSERT
R 81-21932
51398
Access Only
In excess of 30.0 Ac.± Rt.
385+10
50'
383+52.34 P.C.S.
Exist
1°C.R.
Δ=5°27'
T=272.71
Exist. 387+80.87 P.T.
388+52.34 P.T.
bil Parks West
R 76-33464
G.E. Purdy et.al.
R 79-39120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: December 10, 1985

TO: Oregon Transportation Commission

CC
4e

CON 5

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SE 122nd Ave.-Rock Creek Junction Section
Clackamas Highway, Clackamas County
Contract No. 9793

This federal aid Interstate Transfer project is approximately 90 percent finished with completion anticipated at about the end of this year. It now appears that the final cost will exceed the project authorization by $574,600 or 19 percent.

It was necessary to construct additional surfaced areas for such things as an increased number of driveways, additional deceleration lanes for bus stops, increased turning radii to improve traffic safety, and increased storage area at the truck weighing station. Additional quantities of base and paving materials were required to construct these items, and added approximately $285,800 to the cost of the project. That cost also included a quantity of paving material required to level the existing pavement prior to overlayment. An additional $15,100 was paid to the contractor as a bonus for superior paving work accomplished under current incentive specifications, and approximately $8,700 was required to adjust payment for asphalt cement in the paving mix because of the asphalt escalation clause in the contract.

Miscellaneous additions to the contract include signal revisions required at Rock Creek Junction, addition of a flashing beacon at SE 142nd Avenue, some improvements at the truck weighing station, and riprap for erosion control. These items are expected to add approximately $46,000 to the cost of the project.

There is also an overrun of the construction engineering charges on the project. The centerline alignment was not established in the field prior to award of the contract and considerable work was required to calculate and establish this alignment. The contractor also worked extra hours throughout the season in attempting to complete the project on time, necessitating overtime work by inspectors and survey crews. Additional costs were incurred in properly monitoring, inspecting and documenting the additional work on the project.

There are sufficient funds available in the category of work and all the increase except $34,150 is eligible for federal participation.

I recommend that the authorization be increased by $574,600 to a new total of $3,605,896.52. This matter will be on the consent calendar for the December 17 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 10, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
SE 122nd Ave.-Rock Creek Junction Section
Clackamas Highway, Clackamas County
Contract No. 9793

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There are sufficient funds available in the category of work and all the increase except $34,150 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $574,600. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk
Attach.
cc: E. L. Hardt E. C. Mershon B. M. Walton D. L. Trout

81-125-1387

9-7-3

N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spece
Metro Region

DATE: December 4, 1985

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

Copy
A cc 9-5
Urban
3 yr
Con 2-1

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-74(9), S.E. 122nd Avenue - Rock Creek Jct. in the amount shown:

Current Obligation	Present Estimate	Increase
$2,572,128.00	$2,813,403.00	$241,275.00

Please arrange for updating of MSD's records to show this change. This project is one of several included under "Highway 212 Improvements (I-205 East to Highway 224)" in MSD's Tip.

RLC:me
cc: G. Zehner, w/attachment
W. Schulte, Metro, w/attachment
General Files

9793 11

ROAD DESIGN-HIGHWAY DES 16

Earl C. Mershon
Project Manager

ORIGINAL SIGNED BY
RICHARD KUEHN

September 25, 1985

Richard A. Kuehn, PE
Final Design Engineer

Permanent Signing Shop Drawing
SE 122nd Ave.-Rock Creek Bridge
Clackamas Hwy.
Clackamas County
Contract No. 9793

Attached are five sets of Type "U" sign shop drawings for use on the subject project. The drawings are approved as noted.

Please retain one set for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection and forward three sets to Gaynetco, Inc. for sign fabrication.

AA:mg

Attachments

cc: C. O. Christensen
Ed Hardt

mG

bcc: Andy Anderson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

Cross Referenced To:
INT 5-2
Clackamas

August 19, 1985

In Reply Refer To
File No

NOTED
E. S. HUNTER

State Senator Walter Brown
3710 SE Concord Rd., Apt. 95
Milwaukie, OR 97222

As we discussed in our meeting in my office on August 1 regarding the traffic conditions at River Bend Mobilehome Park, Ron Failmezger has done an extensive investigation of the existing conditions and those that will prevail after the project is completed. I've attached a copy of his report. I call your attention to the last paragraph on the second page, which details temporary measures which we have already put into place. Also, on the last page are a series of recommendations to be considered for incorporation into the finished project. All of these measures will be done.

I believe these measures will significantly increase the safety of this intersection. We appreciate your aid in helping us communicate with the interested citizens.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

Attachments

ELH/cp
bc Ed Hunter
Ron Failmezger
Earl Mershon

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Petition for TRAFFIC LIGHT AT ENTRANCE TO RIVERBEND MOBILEHOME PARK 13900 S. E. Hwy 212 in conjunction with 142nd St.

Recently there have been numerous accidants at the entrance to Riverbend Mobilehome Park. Some people seriously injured. There have been many accidents in the past also.

The situation with the progress of new construction, plus the entrance of 142nd St. at this point, plus the rapid development of this area and the fact that Hwy. 212 leads to both recreational areas and increased home development East of here, have mada Hwy. 212 increasingly dangerous. Due to construction many trouble spots have been created.

How much does a light cost? How much is a life worth? If [illegible] the law states that a fatality must occur before any solution can be made to our most serious and desperate traffic problem =Then= I don't know who would want to volunteer to be a vital statistic. Why not solve our problem with a traffic light-now- and save a life? Could it be your loved one?

When construction is completed, the problem will be far greater.

Let's save a life... not wait to see one lost just to get results[illegible]

Anyone with a pertinant important opinion on the issue to help the cause PLEASE write to:

H.S. Coulter
State Highway Engineer
Transportation Bldg.
Salem, OR 97310

We want a meeting of highway officials, traffic or transportation officials, a representative from Fire Dept. Paramedics and residents and visitors of ; Riverbend Court. Date and location to be posted or notice given. Just tell your friends, relatives and neighbors. PLEASE TRY TO ATTEND.......

RECEIVED
STATE HWY ENGR
AUG 15 '85
REFER TO
Ed Harst
FOR
Info | Inves | R/D | D/R | Sign | Act

Also reply to Roland E. West
ESH

NOTED
E. B. [illegible]

Petition for Traffic Light at Entrance to Riverbend Mobilehome Park 13900 S.E. Hwy 212 in conjunction with 142nd St.

NAME	ADDRESS	SP #	VISITOR
Jacqueline Braden	13640 SE Hwy 212	131	
DORIS ZUBER	"	5	
Wilbur M Anderson	13640 S[illegible] 212	SP 105	
Elinor Peters	" " " "	sp. 146	
Marcella Anderson	" " " "	sp. 146	
Michelle Holy	" " " "	Sp 91	
James E. Olive	" " "	Sp 101	
F.H. [illegible]	" "		
Juanita Estvold	" " "	Sp. 104	
Beulah H Levesque	" "	✓ 89	
Don ~~Estvold~~		✓ 104	
Joseph Levesque		✓ 89	
Joanne King		Sp 134	
Kitty Bilyeu		✓ 155	
Wayne Bronson		95	
Sue & Earl Poletick		Sp # 113	
Mary Reynolds		Sp. 155	
Mal [illegible]		" 134	
John Kelly		Space 15	
Lucille Kelly		Sp. 15	

Name Space # 1
Marg Brown
# 122
Joyce Clements
# 140
Mr + Mrs Richard E. Day
Carolyn C. Delte #12 DJ
Erwin C. Delte #12
Gladys E Anderson #94
Leah J Bulfinch + 13
Martha M. Kolibaba 13640 S.E Hwy. 212 - Sp. 126
George V. Kolibaba " " " " Sp-126
George B. Oakes 13640 SE Hiway 212 #154
Nancy R Carr 13640 SE Hwy 212 # 28
LeRoy & Helen Snow " " " " " # 121
David & Judy Scott " " #129
Patti Clark 13640 SE Hwy 212 sp 40
Phyllis Abbott 13640 SE Hwy 212 sp 140
Doris Scott 13640 SE. Hwy 212 sp 186
George Bell 13640 " " " sp 143
Arthur & Doris May 13640 SE Hwy. 212, Space 25
✓ Space 144
Buzz Wagner ✓
Myrna Wagner ✓ ✓ ✓ ✓
J.A. Thomas 13640 S.E Hwy 212 #17
Margarette Thomas 13640 SE Hwy 212 #17

RECEIVED
STATE HWY ENGR
AUG 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REPORT OF TRAFFIC CONDITIONS
CLACKAMAS HIGHWAY @ RIVER BEND MOBILE PARK
142nd Avenue Intersection, Hwy. Ore. 224, Hwy #171, M.P.7.56 - 7.5
Clackamas County

HISTORICAL BACKGROUND

As a result of an evening meeting, July 31, 1985, with River Bend Mobile Park residents, a verbal and written petition was made for a traffic signal at the subject intersection. Another meeting on August 1, 1985 at Metro Region office, with several of the residents, again affirmed the request for traffic signals at the subject intersection.

NOTED
E. S. HUNTER

The Clackamas Highway has been under construction for the last year and a half through this section, which has disrupted the traffic patterns to and from the trailer park and 142nd Avenue.

EXISTING CONDITIONS

The temporary detoured Clackamas Highway, Ore. 224 has two lanes of roadway with 12 foot lanes, 6 and 9 foot shoulders. One hundred forty-second Avenue is stopped as well as the River Bend Mobile Court. The highway has recently been restriped to provide a left-turn lane at S.E. 142nd Avenue and River Bend driveway. There is a construction 35 MPH speed, and other warning signs in the area.

The prevailing 85% speed is 50 MPH. The 1983 Average Daily Traffic was 14,900 vehicles. A 1985 24 hour count on 142nd Avenue was 1,400 vehicles. A 14 hour manual week day count showed 924 vehicles for the River Bend driveway. The manual count factored to 24 hours showed 1,367 vehicles for 142nd Avenue, and 19,892 vehicles on OR 224 west of 142nd Avenue.

The side street traffic volumes do not meet the minimum requirements to meet warrants for traffic signals as set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways.

For the period from January 1, 1980 through March 31, 1985, there were 28 reported accidents. There were no fatalities, but 32 persons were injured. Fifteen of these reported accidents involved left turn movements, either being rear-ended or hit by other vehicles when making a left turn. Ten of the total reported accidents could be considered preventable by signalization if signalized left turn lanes and the side street were signalized. Six of the 28 reported accidents were at night. Illumination is not warranted.

FUTURE CONDITIONS

The existing construction project provides that this section of the Clackamas Highway will have a 14 foot median, 4 12 foot through lanes and 8 foot shoulders. The River Bend Mobile Park and 142nd Avenue will remain stop signed control. There are no special signs planned for this intersection. The posted speed is planned to be 55 MPH. The amount of traffic on the highway may increase slightly because of the improved highway system. The traffic on 142nd and the mobile park is expected to remain the same.

The construction plan shows an attempt to line up the driveway with 142nd Avenue. However, the driveway is shown at an angle in its approach.

DISCUSSION

A review of the past reported accident records, indicate an increase in the number of reported accidents since construction of this project has begun. There has been an average of approximately 1 accident per month since construction, when previously there were three to four accidents per year. The most difficult manuever, based on the reported accident records, is the left turn from the highway, which involved 15 reported accidents. The second most difficult movement was a left turn on to the highway which involved six reported accidents. There were three reported accidents involving vehicles attempting to cross between the driveway and 142nd Avenue.

In the discussions with citizens from the mobile home park, it was determined that their primary concern for traffic was the prevailing speed on the highway, both now and in the future, and the ability of the motorist coming from the driveway, making a left turn back towards Clackamas, or crossing to 142nd Avenue. The movement across the highway will be lengthened with the four highway lanes and left-turn lane. However there will be more gaps in the traffic because traffic will clear the area much quicker. The prevailing speed now and before construction is approximately 50 MPH. The planned posted speed for this section will be 55 MPH.

The existing traffic volumes and volumes projected for this highway once the highway is completed, do not meet the minimum requirements for a traffic signal based on side street traffic volumes. The accident requirement for traffic signal, is that five of the reported accidents must be of a type preventable by signalization within a 12 month period. There were four of this type preventable by signalization in the year 1984.

The River Bend Mobile Park driveway across from 142nd Avenue forms the only cross type intersection of any significance on this section of the highway, and for this reason should be considered for additional traffic warning devices.

RECOMMENDATION

As a result of this investigation, temporary measures have been made to better warn motorist of this intersection and to improve the conditions by revisions in striping. These included signing which reads "CONGESTION", the addition of 35 M.P.H. Speed Riders on the Crossroad Symbol signs and the installation of "DO NOT PASS" signs in conjunction with "TRAFFIC SEPARATOR" signs. The striping change provides a left-turn lane on the existing detour alignment. Eight of the reported accidents for 1984 and three months of 1985 involved left turn vehicles from the highway.

The following recommendations are made concerning the future intersection of the River Bend Mobile Home Park and SE 142nd Avenue:

1. That Right turn taper lanes be provided on the Clackamas Highway for the River Bend Mobile Park and SE 142nd Avenue.

2. That the River Bend Mobile Park access be aligned with 142nd Avenue.

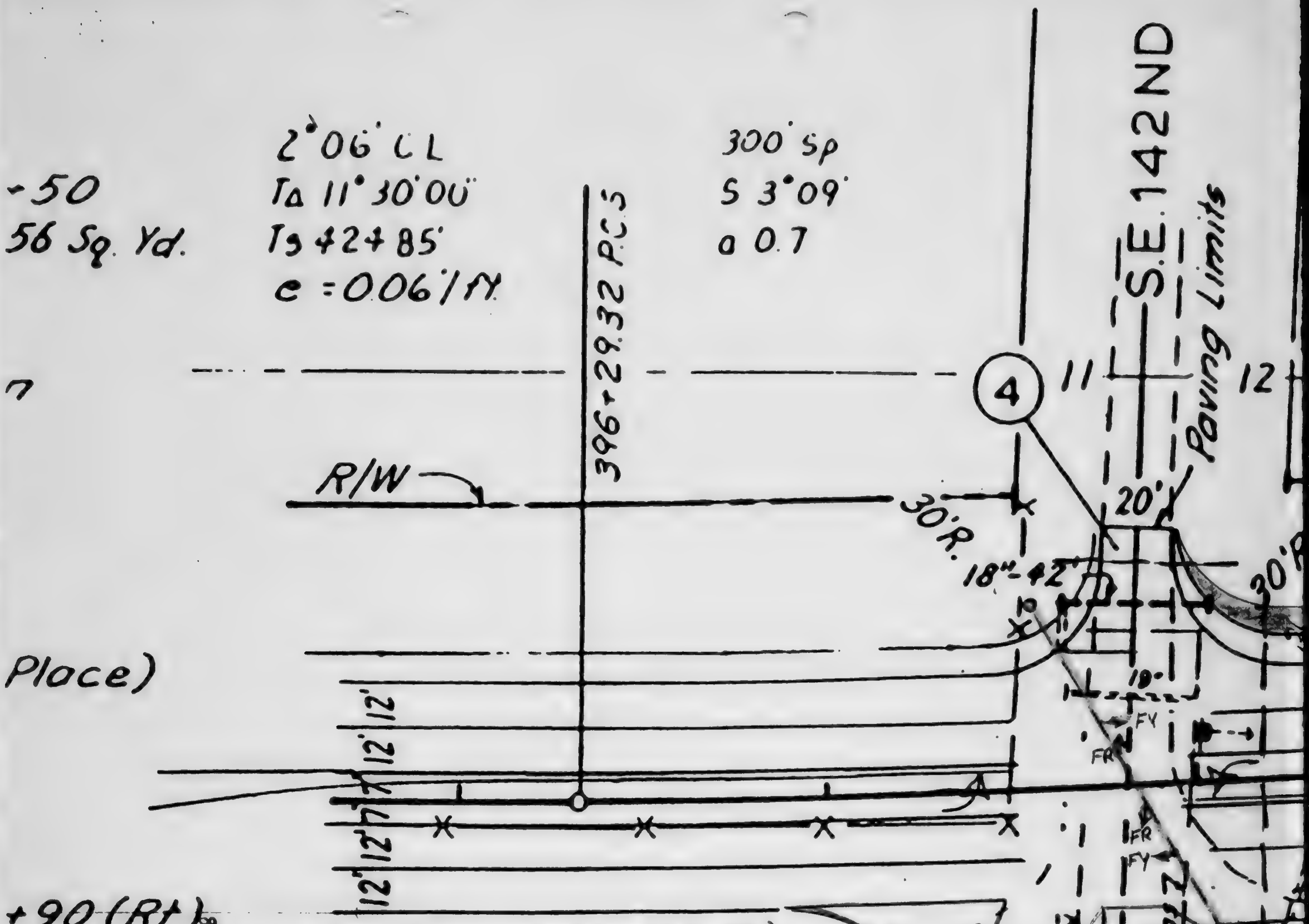
3. That a flashing beacon with red to the side street and yellow to the highway be installed using traffic signal strain poles in locations for future signalization.

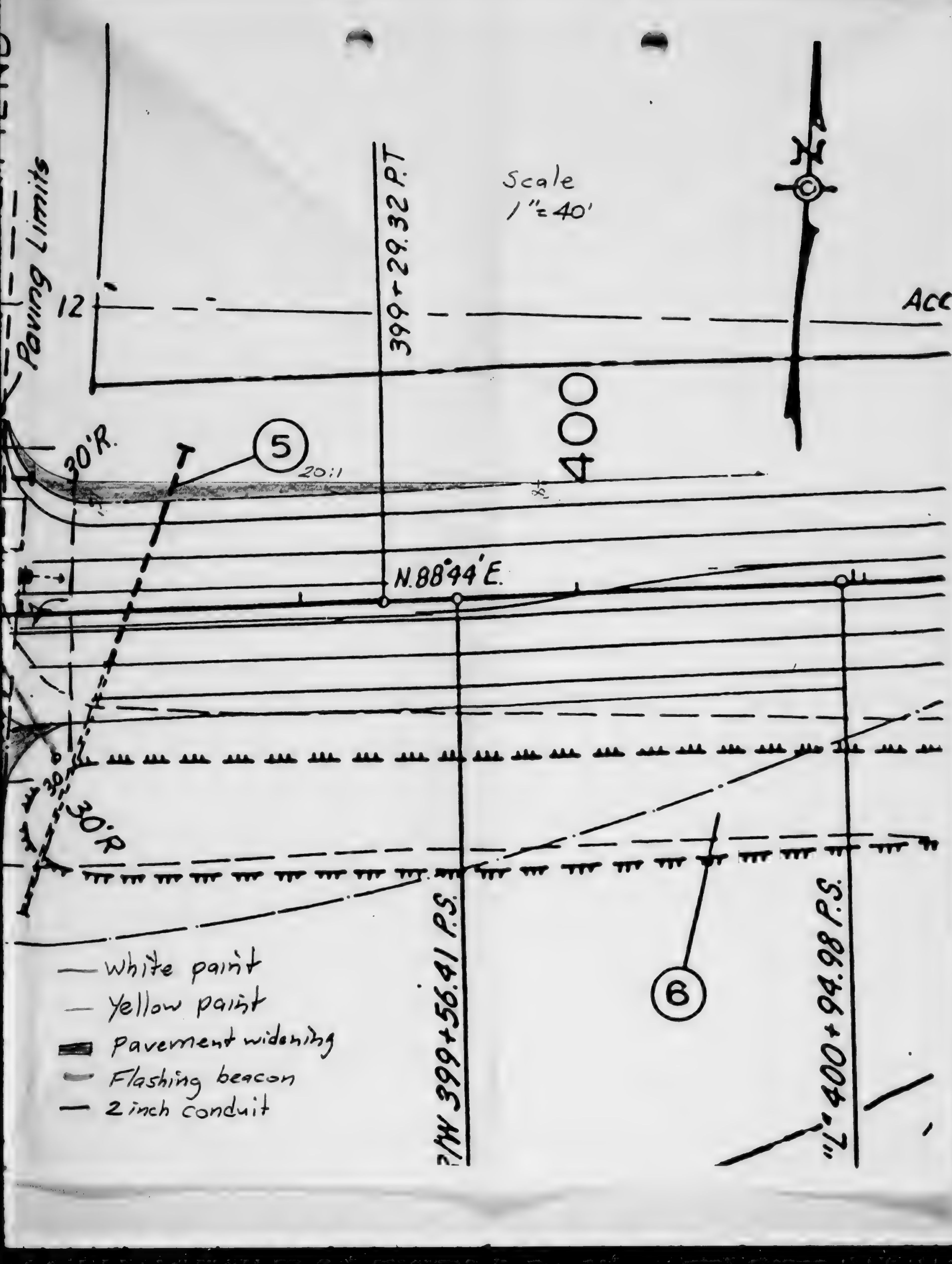
4. That conduit be laid below the top surface of the highway for future traffic signal installation.

   All of these recommendations are shown on the enclosed map of the intersection.

5. That the speed through this section be reviewed at such time as the new highway is opened to traffic to determine if the posted speed is correct for prevailing conditions.

RWF:pm


-50
56 Sq. Yd.
2°06' CL
TΔ 11°30'00"
Ts 42+85'
e = 0.06'/ft.
300' Sp
S 3°09'
a 0.7
396+29.32 P.C.S.
S.E. 142ND
Paving Limits
④
11
12
R/W
30'R.
20'
18"-42"
Place)
19'
FY
FR
FR
FY
12'
12'
12'
12'
12'
12'
+90 (Rt.)
20:1 Taper
30'R
'dwy. Distr.
B)
12"-60
60'
60'
1
2
R/W
18"
.87


Paving Limits
12
399+29.32 PT
Scale
1"=40'
N
ACC
400
30'R.
5
20:1
N.88°44'E.
30'
30'R
/W 399+56.41 P.S.
"L" 400+94.98 P.S.
6
White paint
Yellow paint
Pavement widening
Flashing beacon
2 inch conduit

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Clackamas Cross Street SE 142nd Ave City —

5 lane highway River Bend Trailer Park

Hourly volumes on major street - any 8 hrs. (Total of both approaches)	1424	1114	1015	1107	1225	1731	1853	1381
Hourly minor street volumes - same 8 hrs. (highest hourly volumes from either approach)	60	36	42	40	37	49	32	44
Hourly pedestrian volumes across major street - same 8 hrs. (highest volume crosswalk)	7	2	0	0	0	0	0	1

	Minimum volume warrant**		Number of hours warrant is met (8 required)
1.) Minimum vehicular volume:			
major street	420		8
minor street	105		0
2.) Interruption of continuous traffic:			
major street	525		8
minor street	52		1
3.) Minimum pedestrian volume:			
vehicular volume (major street)	420		8
pedestrain volume	105		0
4.) Accident experience:			
preventable accidents (any 12 mos.)		4	
minimum warrant		5	
5.) Systems warrant:			
entering volume (weekday peak hour)		—	
minimum warrant		800	

By: Ronald Failmezger

Date of traffic count: July 30, 31 1985

---

* The hourly warrants are those prescribed in the National Manaual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition:

**____ Standard warrants used.

✓ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

ILLUMINATION WARRANT COMPUTATION

Hwy.: Clackamas **No.** 171 **M.P.** 7.57
Side Street: SE 142nd Ave & River Bend Trailer Park
County: Clackamas
City: —

(1.) Entering Volume Hwy. .... 19656 Vehicles

(2.) Entering Volume Side Street .... 1043 Vehicles

(3.) Total Entering Volume (#1 + #2) .... 20699 Vehicles

(4.) Estimated Total Entering Daytime Volume (77% of #3)...... 15938 Vehicles

(5.) Estimated Total Entering Nighttime Volume (23% of #3).... 4760 Vehicles

(6.) Period Considered: (From 1-1-80 to 3-31-85)= 5.25 Years

(7.) No. Daytime Accidents During Period = 22 Accidents

(8.) No. Nighttime Accidents During Period = 6 Accidents

COMPUTATION:

$$\text{Exposure Rate} = \frac{\text{No. Accidents} \times 10^6}{\text{No. yrs.} \times 365 \times \text{Traffic Volume}}$$

$$\text{Daytime Rate} = \frac{(\#7) \times (10^6)}{(\#6) \times (365) \times (\#4)} = \frac{(22) \times (10^6)}{(5.25) \times (365) \times (15938)} = 0.72$$

$$\text{Nighttime Rate} = \frac{(\#8) \times (10^6)}{(\#6) \times (365) \times (\#5)} = \frac{(6) \times (10^6)}{(5.25) \times (365) \times (4760)} = 0.65$$

Warrant is met if [Nighttime Rate] $\geq$ [(Daytime Rate) x (1.5)]

0.65 $\geq$ [(0.72) x (1.5)] = 1.08

Is [0.65] $\geq$ [1.08] ?

CONCLUSION:

YES [ ] Illumination Warrant is met

NO [X] Illumination Warrant is not met

By: Ronald W. Failmezger

Date: 8/12/85

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by SC Date 7-23-85

City ______ County Clackamas

Intersection of ______

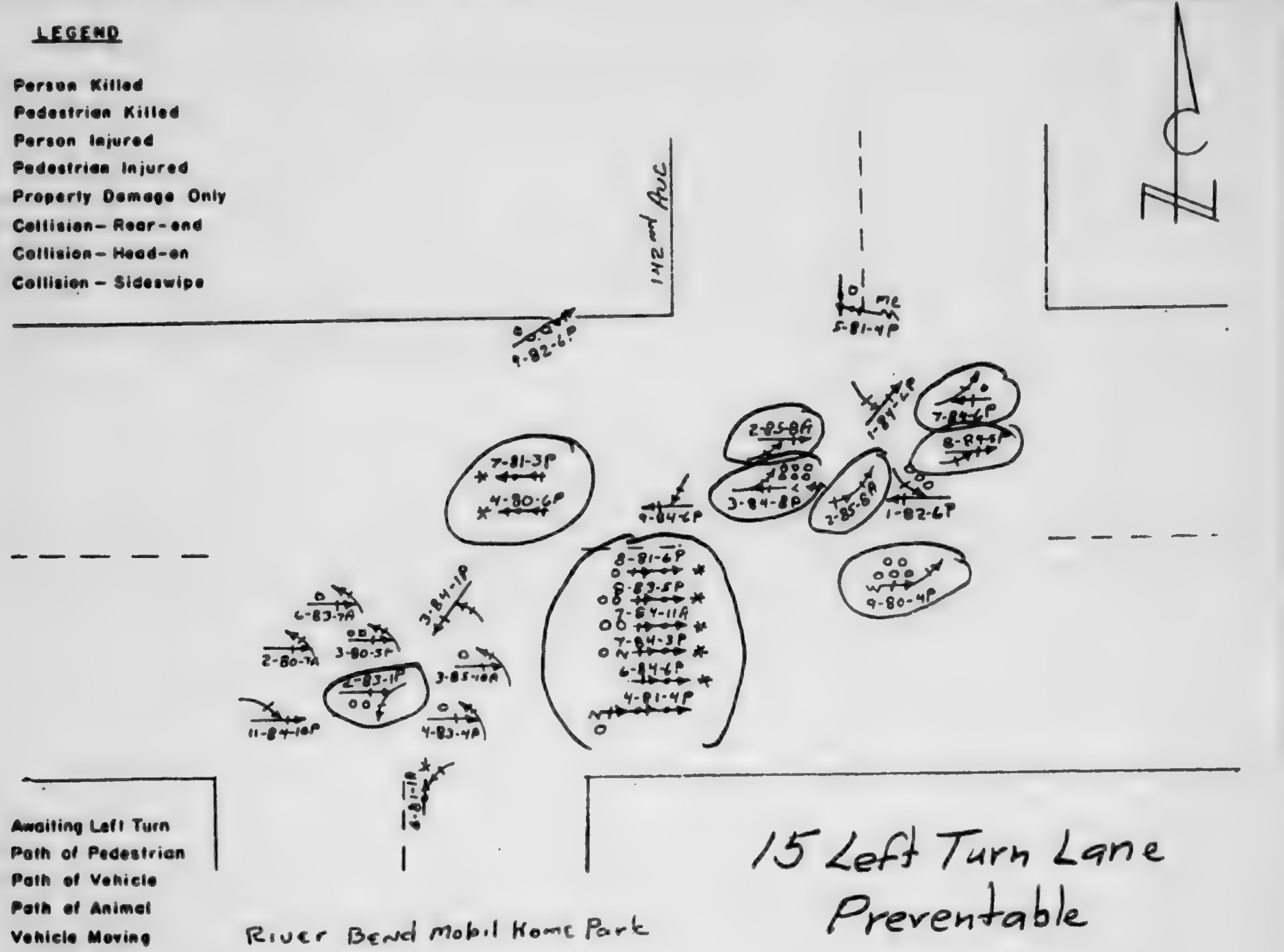
and 142nd Ave, River Bend Mobil Home Park

Highway and No. Clackamas Hwy 171-ORE224

M.P. 7.56, 7.57 Period Fr 1/1/80 To 3/31/85

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe


Indicate North
N
142nd Ave
5-81-4P
MC
9-82-6P
1-84-6P
7-84-6P
8-84-5P
2-85-8A
3-84-8P
2-85-8A
1-82-6P
7-81-3P
4-80-6P
9-84-6P
8-81-6P
8-83-5P
7-84-11A
7-84-3P
6-84-6P
4-81-4P
9-80-4P
3-84-1P
6-83-7A
2-80-7A
3-80-5P
2-83-1P
3-85-10A
11-84-10P
4-83-4P
6-81-1P
River Bend Mobil Home Park

15 Left Turn Lane
Preventable

- ★ Awaiting Left Turn
- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 22
Night 6
Total 28

Collision Type	1980-1981				1982-1983				1984				3 Mos 1985				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1							1	1						1	1	2
Head-on																				
Rear-end		2	2	4		1		1		3	1	4			1	1		6	4	10
Sideswipe																				
Turning Movement		1	2	3		4		4		2	4	6		1	1	2		8	7	15
Parking																				
Non-collision						1		1										1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		4	4	8		6		6		5	6	11		1	2	3		16	12	28

Form E-261—2M—11-45

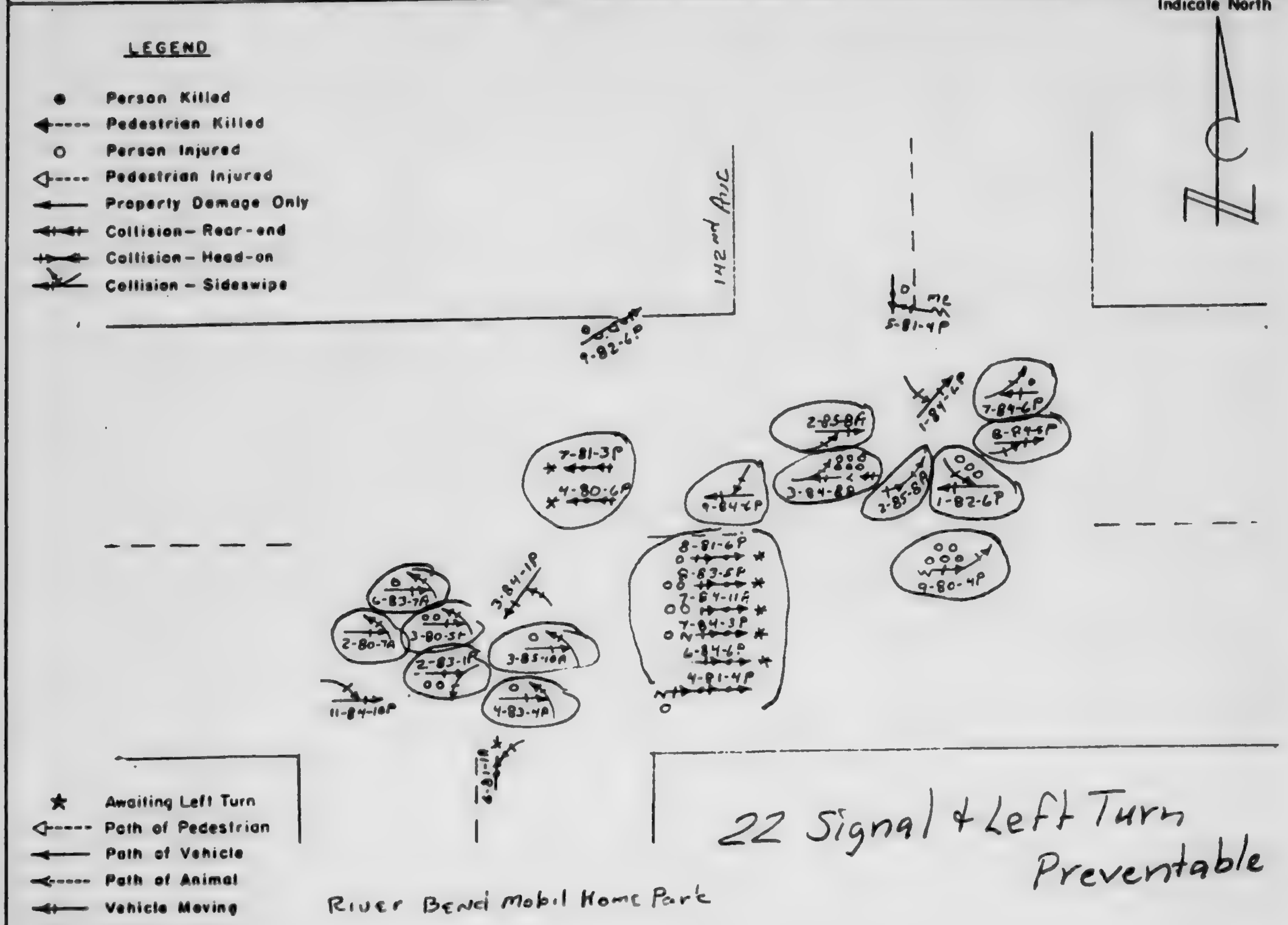
T.E. Drw'g. No. 3139

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by SC Date 7-23-85

City ______ County Clackamas
Intersection of ______
and 142nd Ave, River Bend Mobil Home Park
Highway and No. Clackamas Hwy 171-ORE224
M.P. 7.56, 7.57 Period Fr. 1/1/80 To 3/31/85


Indicate North
142nd Ave
9-82-6P
5-81-4P
1-84-6P
7-84-6P
2-85-8A
8-84-5P
7-81-3P
4-80-6P
9-84-6P
3-84-8P
2-85-8A
1-82-6P
9-80-4P
8-81-6P
6-83-5P
7-84-11A
7-84-3P
6-84-6P
4-81-4P
3-84-1P
6-83-7A
3-80-5P
2-80-7A
2-83-1P
3-85-10A
4-83-4A
11-84-10P
6-81-1A
River Bend mobil Home Park

LEGEND

● Person Killed
◁---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
← Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

22 Signal & Left Turn
Preventable

★ Awaiting Left Turn
◁---- Path of Pedestrian
← Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
☐ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Day 22
Night 6
Total 28

Collision Type	1980-1981				1982-1983				1984				3 Mos 1985				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1		1							1	1						1	1	2
Head-on																				
Rear-end		2	2	4		1		1		3	1	4			1	1		6	4	10
Sideswipe																				
Turning Movement		1	2	3		4		4		2	4	6		1	1	2		8	7	15
Parking																				
Non-collision						1		1										1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		4	4	8		6		6		5	6	11		1	2	3		16	12	28

Form E—261—2M—11-43

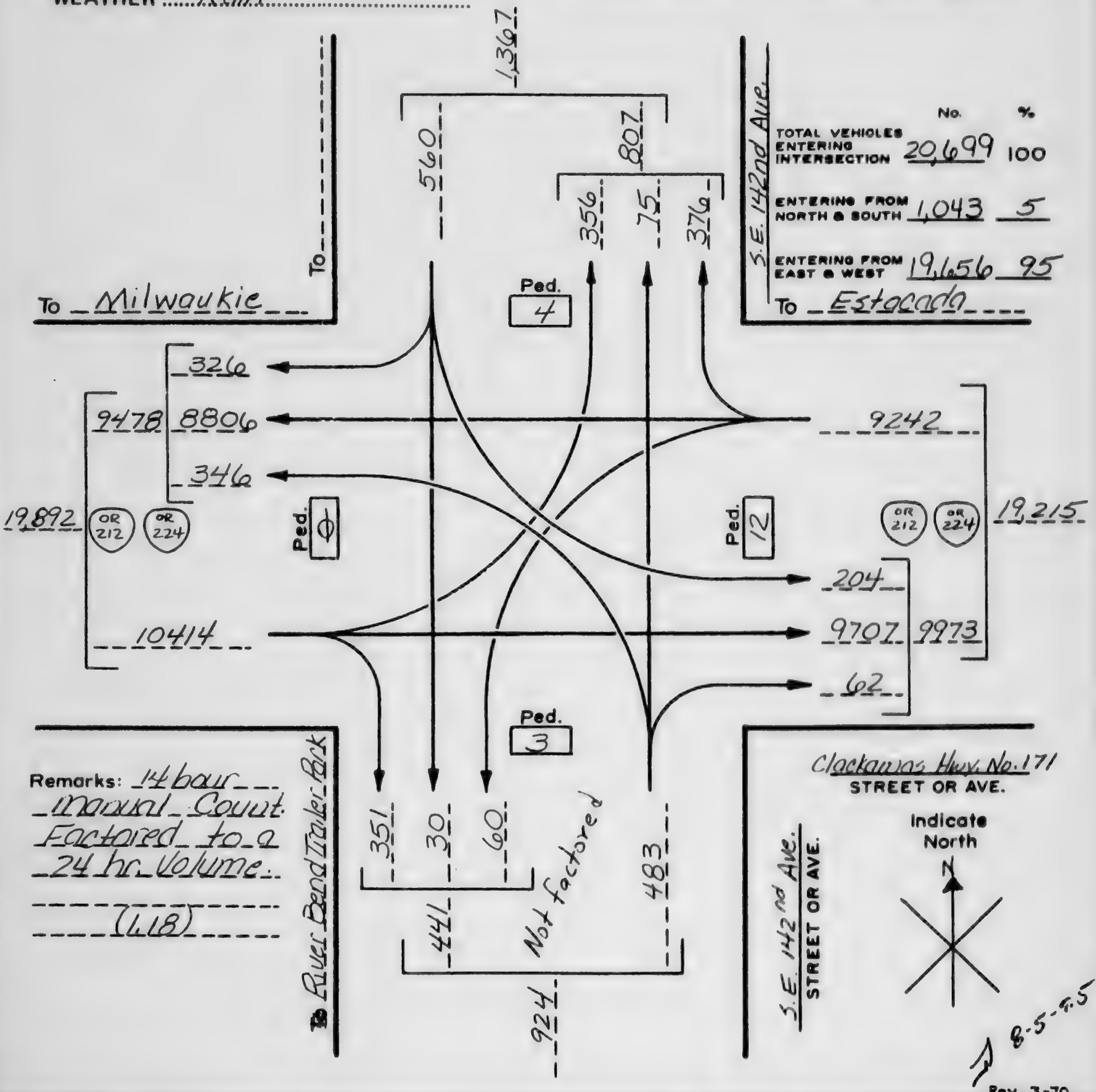
T.E. Drw'g. No. 3139

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 30(pm) & 31(am), 1985
DAY OF WEEK Tues. & Weds.
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6am - 8pm
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6am - 8pm
WEATHER Rain

~~CITY OR~~ COUNTY Clackamas
INTERSECTION OF Clackamas Hwy. #171 (OR 212 & 224) @ S.E. 142nd Ave. (FAU 9735) & River Bend Trailer Park
MILE POST 7.57
CLASSIFICATION All Vehicles


1,367
560
807
356
75
376
To
To Milwaukie
S.E. 142nd Ave.
To Estacada
Ped. 4
326
9478
8806
346
9242
19,892
OR 212
OR 224
Ped. 0
Ped. 12
OR 212
OR 224
19,215
204
10414
9707
9973
62
Ped. 3
351
30
60
441
Not factored
483
924
To River Bend Trailer Park

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20,699	100
ENTERING FROM NORTH & SOUTH	1,043	5
ENTERING FROM EAST & WEST	19,656	95

Remarks: 14 hour manual Count. Factored to a 24 hr. Volume. (1.18)

Clackamas Hwy. No. 171
STREET OR AVE.

S.E. 142nd Ave.
STREET OR AVE.

Indicate North

N

8-5-85

Rev. 3-70

TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date July 30(pm) & 31(am) 1985
Day of week Tues. & Weds.
Hours counted 14 hrs. (6am-8pm)
Weather Rain

Classification All Vehicles

City or County Clackamas
Intersection Clackamas Hwy. #171 (OR212 & 224
@S.E. 142nd Ave. (FAU9735) & River Bend Tra
Mile Post 7.57

IME	SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS US North S	O	East S	O
0- 7:00	4	37	17	3	2	10	910	137	3	2	2	35	1162	70	6	1092	94	23	950	142	47				1
0- 8:00	8	34	39	13	0	15	1049	313	2	6	13	39	1531	107	7	1424	93	47	1085	339	60✓	2		5	2
0- 9:00	7	31	29	20	0	6	640	408	3	2	12	12	1170	56	5	1114	95	36✓	674	440	20				2
0-10:00	4	34	29	8	0	4	459	395	2	3	10	31	979	71	7	908	93	33	495	413	38		1		
0-11:00	14	20	17	13	3	7	490	475	2	6	15	29	1091	76	7	1015	93	34	512	503	42✓				
0-12:00	12	25	16	15	0	4	455	528	4	2	31	21	1113	55	5	1058	95	28	484	574	27				1
0- 1:00	10	16	8	13	0	6	381	483	6	5	9	19	956	48	5	908	95	18	403	505	30				
0- 2:00	8	13	23	12	4	5	537	513	3	7	29	28	1182	75	6	1107	94	35	553	554	40✓		1		
0- 3:00	10	22	25	33	2	3	524	609	8	4	29	16	1285	60	5	1225	95	37✓	554	671	23				
0- 4:00	14	9	14	29	3	2	397	582	3	3	36	22	1114	58	5	1056	95	31	409	647	27				
0- 5:00	22	22	23	32	4	6	506	1126	3	5	42	24	1815	84	5	1731	95	49✓	531	1200	35				
0- 6:00	15	25	12	61	5	2	423	1279	8	4	57	20	1911	58	3	1853	97	32✓	456	1397	26				
0- 7:00	26	13	11	29	2	3	387	906	7	9	39	32	1464	83	6	1381	94	39	407	974	44✓				1
0- 8:00	19	18	13	21	5	2	305	472	6	4	27	18	910	61	7	849	93	37	329	520	24				
0- 9:00																									
0-10:00																									
0-11:00																									
0-12:00																									
0- 1:00																									
0- 2:00																									
0- 3:00																									
0- 4:00																									
0- 5:00																									
0- 6:00																									
r total .	204	376	326	356	30	75	8806	9707	60	62	351	346	20,699	1043	5	19656	95	560	9242	10414	483	2	2	5	7
r total .																									
r total .	173	319	276	302	30	75	7463	8226	60	62	351	346	17,683	962	5	16721	95	479	7842	8879	483	4		12	
1 . . .																									
1.18					NF	NF			NF	NF	NF	NF													

Tabulated by D.C. Gayler
Checked by Tedd U. Putnam 8-5-85

S.E. 142nd Ave. St. is North ~~and South~~
Clackamas Hwy. No 171 St. is East and West

River Bend Trailer Park South
(Not Factored) . . . . ?

TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

July 30(pm) & 31(am), 1985
week Tues. & Weds.
counted 14 hrs. (6am-8pm)
r Rain

City or County Clackamas
Intersection Clackamas Hwy #171 (OR212 & 224)
@ S.E. 142nd Ave. (FAU9735) & River Bend Trailer Park
Mile Post 7.57

Classification All Vehicles

SUMMARY BY MOVEMENTS																ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North S	North O	East S	East O	West S	West O	South S	South O
37	17	3	2	10	910	137	3	2	2	35	1162	70	6	1092	94	23	950	142	47				1				
34	39	13	0	15	1049	313	2	6	13	39	1531	107	7	1424	93	47	1085	339	60	2		5	2				
31	29	20	0	6	640	408	3	2	12	12	1170	56	5	1114	95	36	674	440	20				2				
34	29	8	0	4	459	395	2	3	10	31	979	71	7	908	93	33	495	413	38		1						
20	17	13	3	7	490	475	2	6	15	29	1091	76	7	1015	93	34	512	503	42								
25	16	15	0	4	455	528	4	2	31	21	1113	55	5	1058	95	28	484	574	27				1				
16	8	13	0	6	381	483	6	5	9	19	956	48	5	908	95	18	403	505	30								
13	23	12	4	5	537	513	3	7	29	28	1182	75	6	1107	94	35	553	554	40		1						
22	25	33	2	3	524	609	8	4	29	16	1285	60	5	1225	95	37	554	671	23								
9	14	29	3	2	397	582	3	3	36	22	1114	58	5	1056	95	31	409	647	27								
22	23	32	4	6	506	1126	3	5	42	24	1815	84	5	1731	95	49	531	1200	35								
25	12	61	5	2	423	1279	8	4	57	20	1911	58	3	1853	97	32	456	1397	26								1
13	11	29	2	3	387	906	7	9	39	32	1464	83	6	1381	94	39	407	974	44				1				2
18	13	21	5	2	305	472	6	4	27	18	910	61	7	849	93	37	329	520	24								
376	326	356	30	75	8806	9707	60	62	351	346	20,699	1043	5	19656	95	560	9242	10414	483	2	2	5	7			0	3
319	276	302	30	75	7463	8226	60	62	351	346	17,683	962	5	16721	95	479	7842	8879	483	4		12		0		3	
			NF	NF			NF	NF	NF	NF																	

Tabulated by D.C. Gayler

Checked by Todd U. Putnam 8-5-85

S.E. 142nd Ave. St. is North ~~and South~~

Clackamas Hwy No 171 St. is East and West

River Bend Trailer Park South
(Not Factored)

HWY 17 SIDE STREETS 1985

9,314	Harrison St.	H	Harrison St.	15,059
2.184	Monroe St.	H	Monroe St.	1,404
6,436	Oak St.	H	Oak St.	4,728
1,900	Edison/37th	H	Edison/37th	2,677
1,010	S.E. Freeman Way	H	S.E. Freeman Way	2,262
3,036	S.E. Rusk Rd.	H	S.E. Rusk Rd.	1,347
10,949	S.E. Webster Rd.	H	S.E. Webster Rd.	6,723
		H	S.E. Pheasant Ct.	4.031
7,432	S.E. Johnson Rd.	H	S.E. Johnson Rd.	3,479
15,820	S.E. 82nd Drive	H	S.E. 82nd Drive	15,368
			S.E. 98th Ave.	2,981
5,978	S.E. Evelyn St.	H	S.E. Evelyn St.	1,172
			S.E. Plaza St.	1,981
1,790	S.E. 106th Ave.			
			S.E. 114th Ave.	1,927
			S.E. 122nd Ave.	646
			S.E. For Mor Ct.	1,257
1,858	S.E. 130th Ave.			
144	S.E. 135th Ave.			
	Dwy est. 1200		S.E. 142nd Ave.	1,407
			S.E. 152nd Ave.	309
			Clackamas/Boring Hwy.	9,543
			Grand Ave.	87
5,871	Carver Bridge Road			
56	S.E. Eilers Circle			
9	S.E. Eilers Circle			
			S.E. Tong Road	189

14,900 ADT 1983

JOHN W.

CLACKAMAS FIRE PROTECTION DISTRICT
71

15711 S.E. 90th P.O. Box 358 Clackamas, Oregon 97015 (503) 656-5262

24 July 1985

TO: Velma Conger

SUBJECT: Vehicle Accidents Occurring Area of 13900 - 14200 SE Hwy 212

ALARM NUMBER	ADDRESS	
82-30	13900 SE Hwy 212	injury
82-72	13900 SE Hwy 212	non-injury
82-609	13900 SE Hwy 212	non-injury
83-81	142nd @ Hwy 212	injury
83-230	13900 SE Hwy 212	non-injury
83-452	142nd @ Hwy 212	non-injury
83-721	13900 SE Hwy 212	injury
83-826	142nd @ Hwy 212	non-injury
84-48	142nd @ Hwy 212	non-injury
84-310	13900 SE Hwy 212	injury
84-616	142nd @ Hwy 212	injury
85-79	142nd @ Hwy 212	non-injury
85-125	142nd @ Hwy 212	injury
85-135	142nd @ Hwy 212	non-injury
85-259	142nd @ Hwy 212	injury
85-354	142nd @ Hwy 212	injury
85-375	142nd @ Hwy 212	injury

Petition for Traffic Light at Entrance to Riverbend Mobilehome Park 13900 S.E. Hwy 212 in Conjunction with 142nd St.

START-Pet. JULY 14-85

NAME	ADDRESS	SP#	Visitor
MARY Eccleston	13900 SE Hwy 212	149	
Ken Serau	13900 SE HWY 212	149	\
Velma Conger	13900 S.E. Hwy 212	33	
Dale F. Borcherding	"	32	
Bob Henderson	"	159	
Laura Raetz	" " "	22	
Eileen Henderson	" "	159	
Helen M Borcherding	" "	32	
Beverly H Jackson	4806 SE Naef Rd Milwaukie		✓
Bruce E Huguenin	40 N. 1st ST. Fairview OR 97024		✓
Kathy L Spence	40 N. 1ST ST. FAIRVIEW ORE 97024		✓
Reina M Hartley	18381 S Redland Rd Ore. City ore. 9704		✓
Larry Leonard	14600 SW Uplands DR LO OR 97034		✓
Michael Olin	13900 SE HWY 212 #154 650-0215		
John Mcurhinney	12025 SE STEVEN RD Apt 5 PORT 654-0749		
Robert D. Hasting	13900. S.E, Hwy 212, #156. 656-1229		
Vernice M. Hasting	13400 S.E. Hwy 212 #156 656-1229		
Jan Wood	13900 SE Hwy #154 157 [illegible]7132		
Nancy Burke	13900 SE Hwy 212 #158		
Donna M Carter	" "		

(20)

+ Several Pages ——— unlisted. 48

Coutter ✓

STATE OF OREGON **INTEROFFICE MEMO**

TO: FILE

DATE: July 25, 1985

RECEIVED
STATE HWY ENGR
JUL 29 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

L. W. RULIEN
R

FROM: RONALD W. FAILMEZGER
Traffic Operations Supervisor

SUBJECT: Evening Meeting
Request for Traffic Signal
Clackamas Highway @ River Bend Trailer Court
OR. 212 & 224, Hwy. #171, M.P. 7.57

I attended the 7 PM evening meeting at the River Bend Trailer Park Community Center, Wednesday, July 24, 1985. Mrs. Congor, A resident of the park, phone - 656-7483, invited me to this meeting. In attendance were Senator Walt Brown, and approximately 40 residents and visitors of the park that use the driveway intersection with Oregon 212. The purpose of the meeting was for residents to share their concerns of the accident problem that exists at the driveway intersection which is across from 142nd Avenue, on OR 212.

This section of highway is currently under construction to provide a 5-lane section with 12 ft. through lanes, a 14 foot median and 8 foot shoulders. The plan does not show right lane tapers for the intersection. The existing highway is on a temporary detour on a two lane roadway section, with two 12 foot lanes, a nine foot shoulder to the north and a 6 ft. shoulder to the south. It is striped with shoulder stripes and a double yellow centerline. There are existing Crossroad Symbols in advance of the intersection.

It appears that their concern of accidents is well founded. A preliminary study of the accidents showed an average of four accidents per year and then in 1984, there were 11 reported accidents, and three for the first three months of 1985. This is during the period of time when the roadway was under construction. 8 of these 14 accidents involved left turns from OR 212. According to Earl Marshon, Project Manager, the completion date for the 5 lane section will be October 31, 1985.

Remarks from the audience after preliminary presentation of information concerning the existing highway and future highway improvements was that they need a traffic signal. They cited the difficulty of getting into the line of traffic at this time and in the future when four lanes plus a median are installed, and the difficulty of crossing the highway between the park and 142nd Avenue. I shared with the group that we would be making a more detailed study of the reported accidents to determine existing problems occurring; that we would make a 14 hr. manual count to determine where people are going to and from; that there would be a study of the existing speeds, and once the new highway opens, a review of speeds on that highway. Several of these suggestions made could be done right away. A suggestion to install additional signs on the highway that would read "Congestion" and a Speed Rider on the existing Crossroad Symbols was made. They

81-125-1367

also pointed out that gravel on the driveway approach, as well as 142nd makes it difficult for vehicles to start out from a stop. They asked that this be removed by the contractor. They shared that it was difficult to make a right turn into the court because of the lack of a radius into the driveway for traffic traveling eastbound. This was found to be true in the field and should be improved. It was suggested that the highway could be restriped to accommodate a left turn lane on a temporary bases. This might be done with a 12 foot median and 11 foot through lanes. This would depend on whether the detouring staging can maintain the left turn lane until the final section is built. Another suggestion by Senator Brown was to lay the conduit in the pavement to accommodate future traffic signals, even if they can not be put in at this time. Another suggestion was to combine the access from the River Bend Trailer Park with the Shadowrook Trailer Park to the west via a frontage road so that signal requirements might be met and also to share the cost. They felt that this could be done on the existing right of way for the new highway, this is doubtful.

Senator Walt Brown has received the petition for the traffic signal installation, containing approximately 350 signatures. He will be making copies of these petitions, along with a list of accidents, received from the local emergency group at this intersection, and will distribute them to several different parties, including me.

I will be proceeding with a standard traffic signal investigation, including a more detailed study of accidents and a manual traffic count of existing conditions. There have definitely been more traffic accidents than should occurr at this type of intersection and it is recommended that "CONGESTION" signs be installed immediately, and that 35 MPH speed riders beneath the existing Crossroad Symbols be installed. It is also recommended that the contractor for this project clean up the gravel in the road approaches and be asked to pave a radius for the right turn movement into the driveway. It would also be desirable to provide, right turn tapers for this intersection, in both directions as part of the final project. A restriping of the highway to accommodate a left turn lane until the final construction is completed, should be installed.

RWF:pm
cc: Scott Coulter ✓
Edward Hardt
L.E. George
Maury Payne
Earl Marshon

① Const. Sound B
See Sheet 8, No

② Const. Rd. Approach - 2 (Total)
Inst. 18" Culv. Pipe - 38'
Tr. Exc. 12 C.Y.

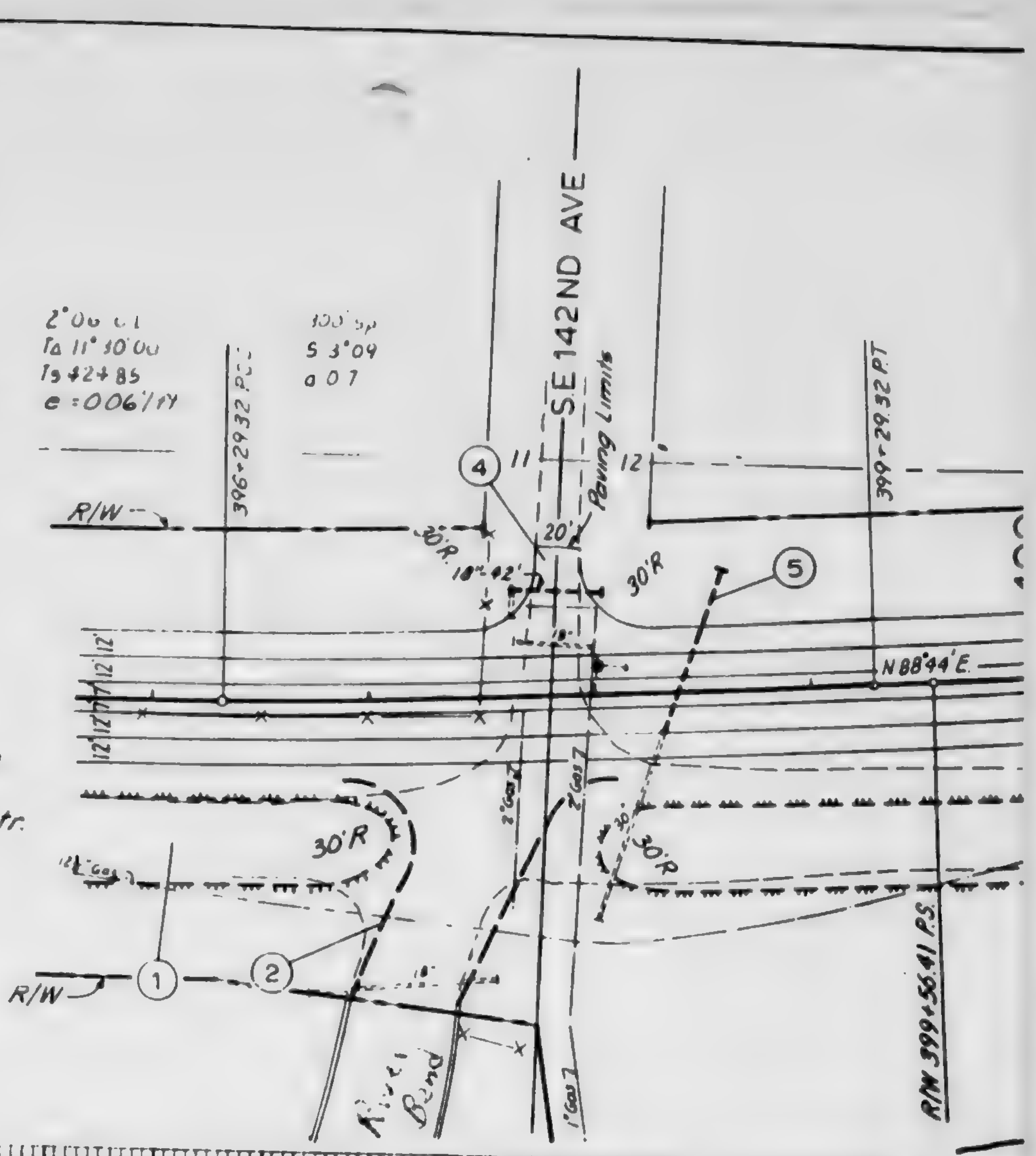
③ Sta 397+70 To Sta 409+50
Remove Extg Surfacing - 4,856 Sq Yd

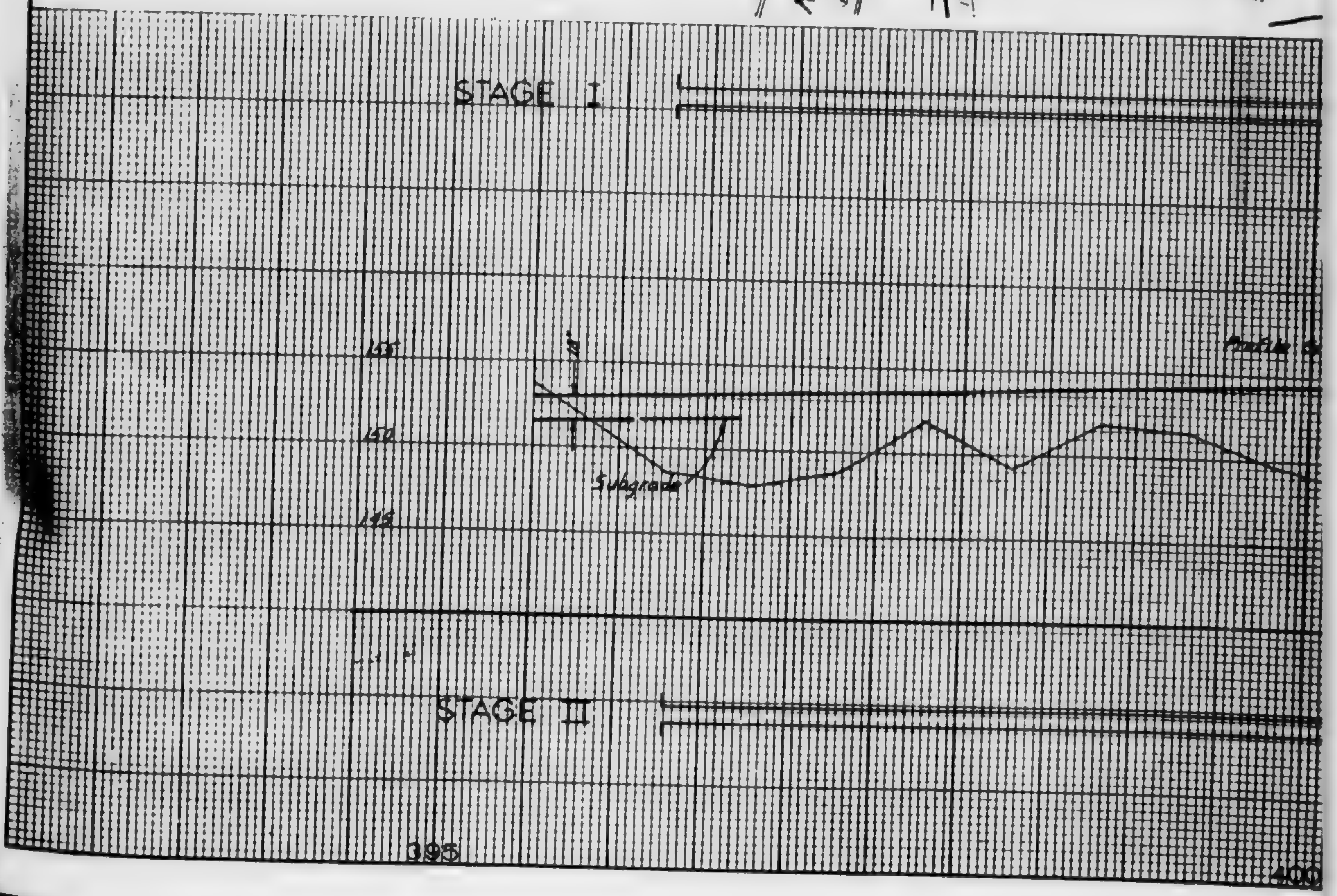
④ Const. Street Connection
Inst. 18" Culv. Pipe - 42'
Tr. Exc. 12 C.Y.

⑤ Sta "L" 398+40
30" Culvert Pipe - 94' (In Place)
Extend - 80' (Lt.)
Tr. Exc. 33 C.Y.

⑥ Sta "L" 398+00 To Sta "L" 402+90 (Rt.)
Const. Sound Berm
Earthwork Incl. In Main Rdwy Distr.
(For Details, See Sheet 2B)

⑦ Inst. Single Mailbox Support
Const. Mailbox Service Turnout


SE 142ND AVE
Paving Limits
Ta 11°30'00"
Ts 42+85
e = 0.06'/ft
S 3°09'
396+29.32 P.C.
399+29.32 P.T.
R/W
R/W
④
⑤
①
②
11
12
20'
30'R
30'R
30'R
30'R
18" 42'
N 88°44' E.
River Bend
R/W 399+56.41 P.S.



HWY 17 SIDE STREETS 1985

9,314	Harrison St.	Ⓗ	Harrison St.	15,059
2.184	Monroe St.	Ⓗ	Monroe St.	1,404
6,436	Oak St.	Ⓗ	Oak St.	4,728
1,900	Edison/37th	Ⓗ	Edison/37th	2,677
1,010	S.E. Freeman Way	Ⓗ	S.E. Freeman Way	2,262
3,036	S.E. Rusk Rd.	Ⓗ	S.E. Rusk Rd.	1,347
10,949	S.E. Webster Rd.	Ⓗ	S.E. Webster Rd.	6,723
		Ⓗ	S.E. Pheasant Ct.	4.031
7,432	S.E. Johnson Rd.	Ⓗ	S.E. Johnson Rd.	3,479
15,820	S.E. 82nd Drive	Ⓗ	S.E. 82nd Drive	15,368
			S.E. 98th Ave.	2,981
5,978	S.E. Evelyn St.	Ⓗ	S.E. Evelyn St.	1,172
			S.E. Plaza St.	1,981
1,790	S.E. 106th Ave.			
			S.E. 114th Ave.	1,927
			S.E. 122nd Ave.	646
			S.E. For Mor Ct.	1,257
1,858	S.E. 130th Ave.	14,900 ADT 1983		
144	S.E. 135th Ave.			
	Dwy est. 1200		S.E. 142nd Ave.	1,407
			S.E. 152nd Ave.	309
			Clackamas/Boring Hwy.	9,543
			Grand Ave.	87
5,871	Carver Bridge Road			
36	S.E. Eilers Circle			
9	S.E. Eilers Circle			
			S.E. Tong Road	189

JOHN W.

Reported acc. are late

Year	Reported Total Acc.	Type Acc.
1980	4	2 RE 2 Turn.
1981	4	1 Angle 2RE 1 Turn
1982	2	1 Turn 1 NC
1983	4	1 RE 3 TURN
1984	11 (6 acc July-Sept)	1 Angle 4 RE 6 TURN
3 Mo 1985	3	1 RE 2 TURN

0 Fatal 31 inj

28 Total Reported Acc.
5 yrs 3 mo.

5 lanes to be completed by Oct 31, 1985
Earl Mershon P.M. 238-8305

June 5, 1985

The Honorable Walter F. Brown INT
State Senator
S211, State Capitol Building
Salem, OR 97310

This is in response to your letter of May 20, 1985 concerning construction activity on Highway 212 last winter. The contract was let and awarded May 1984 to Mocon Corporation of Salem. The contractor did some grading, earthwork, and paving, and started the structure on Rock Creek last summer and fall. Late fall and winter are not normally conducive to this type of construction activity. So the contractor halted his earthwork aspirations, including work in front of Riverbend Mobile Park, and concentrated on the structure work over Rock Creek. Construction was to begin again the first week in June.

The contract was set up specifying all work to be done by October 31, 1985, and the contractor expects to be completed by then.

H. S. Coulter
State Highway Engineer

HSC:MC:cm

bc: Fred Miller
George Bell
W.E. Schwartz
Ed Hardt
R.P. Hamilton

STATE OF OREGON **INTEROFFICE MEMO**

TO: Scott Coulter
State Highway Engineer

DATE: June 3, 1985

FROM: Marion Craft
Marion Craft
Metro Region Construction Engineer

SUBJECT: SE 122ND - ROCK CREEK
CLACKAMAS HIGHWAY (HIGHWAY 212)
CONTRACT 9793

Attached is a suggested rough draft reply to Senator Walter F. Brown concerning construction activity on this section of Highway 212 this last winter.

I did not go into much detail in the letter to Senator Brown, but for your information the contractor, Mocon Corporation, made the decision early last winter to shut down the grading on this job and concentrate his work on a project he had in eastern Oregon. He felt he had a better chance of better construction weather in eastern Oregon during the winter than he would have had here in Portland. As it turned out, he could have worked most of the winter and spring, and we have had several calls asking why there is nothing going on.

MC:cy
Attachments

NOTED
D. O. Christensen

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO
FOR

Info	Inves	R/D	D/R	ign	ct	ile

B/U 6-3

SENATOR WALTER F. BROWN
CLACKAMAS COUNTY
SENATE DISTRICT 12

REPLY TO:
SENATOR WALT BROWN
ROOM S-211
STATE CAPITOL BUILDING
SALEM, OR 97310-1347

OREGON STATE SENATE
SALEM, OREGON
97310-1347

COMMITTEES
CHAIRMAN:
SENATE AGRICULTURE AND FORESTRY
VICE-CHAIRMAN:
TRADE AND ECONOMIC DEVELOPMENT
VICE-CHAIRMAN:
JUDICIARY
MEMBER:
SPECIAL COMMITTEE ON UTILITY RATE RELIEF

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

May 20, 1985

H. S. Coulter, State Highway Engineer
Highway Division
Oregon Department of Transportation
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

One of the more serious traffic hazards in my Senate District exists at the entrance to the Riverbend Mobile Park, 13900 SE Highway 212, Clackamas. I visited the location during the evening recently and had the "discomfort" of driving in and out of the park twice in the face of heavy traffic and poor light.

This particular location has been "under construction" for some time but the residents tell me that nothing has been done since last November, at least where Highway 212 passes the Riverbend Mobile Park. Many of the park's residents are senior citizens and not always able to "dart" in and out as quickly as younger drivers. I've been told that during the last three months there have been three accidents at this location.

It would be greatly appreciated if you could find out why there apparently has been no construction since last fall and when my constituents might hope for some relief. A fatal accident at this location would not only be a costly tragedy for some family but could also result in costly litigation for the State of Oregon.

Sincerely yours,

Walter F. Brown

Walter F. Brown
State Senate, District 12

Copy to: Mr. & Mrs. Fraser M. MacCartney
Space #56
13900 S.E. Highway 212
Clackamas, Oregon 97015

Gil Bellamy, Administrator
Oregon Traffic Safety Commission
4th Floor -- State Library Building
Salem, Oregon 97310

John C. Williams, Superintendent
Oregon State Department of Police
107 Public Service Building
Salem, Oregon 97310

NOTED
E. S. HUNTER
5-24-85
Ed Handt
Ple R/D for Coulter
ESH

STATE COPY

SC

[illegible]

INSPECTION REPORT cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG 24 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

cy 8/30

IN COMPANY WITH
Wendell Stanley, Dave Willhite, Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-9-84	Thomas P. Lowe, Area Engr. Original Signed by T. P. LOWE	IX-74(9)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	17 %	10 %

S.E. 122ND AVE. - ROCK CREEK
CLAKAMAS HIGHWAY
Grading, Paving, Structures, Signing & Landscaping

NOTED
W. E. SCHWARTZ

The existing truck scale station had to be relocated as part of this project. The contract provides for a new scale similar to the old one. The State preferres a new electronic scale, capable of wider loads, be installed. They have negotiated a cost of $13,000 for this change. I concur with this proposal.

Work in Progress:

The contractor was preforming grading work throughout the length of the project. At several locations drainage fiber was being installed and at the Rock Creek structure the contractor was excavating for the footings. Traffic control throughout the project was observed and found to be satisfactory.

Utilities:

Gas and water lines were being relocated by the respective utility co. at the time of this inspection. The project manager advised that to date the utilities have done a good job with keeping ahead of the contractor and no conflicts have occured.

CTB Production:

CTB aggregate is currently being crushed and stocked at the Rock Creek Sand & Gravel commercial site. The State is performing production quality control testing with two testers. One tester is certified. The other one is working directly under his supervision. It is interesting to note that Rock Creek Sand & Gravel normally does

Form FHWA-1446A (Rev. 2-84) (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used) their own production quality control testing. However, on State jobs the State furnishes testers during the production state so the supplier relies soley on the State results. The testing preformed to date indicates the material is in compliance with the contract specifications. The State testers are using a State owned test lab. This particular lab has been owned by the State of Oregon since 1928 and is one of two such lab trailers. Originally they were used for office trailers with the State paving crews. With some minor modifications these trailers have been converted to job site test trailers and work quite well.

Contractor's Claims:

Project manager advise that no contract claims have been issued to date.

9793

May 21, 1984

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
#9793

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9793 for work on the S.E. 122nd Avenue-Rock Creek Section of the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Dave Willhite
L. E. George
Merlen Anderson

MOCON CORPORATION

May 1, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Project: S.E. 122nd Ave.-Rock Creek #9793.
Clackamas County

Re: Documentation of MBE Participation

Gentlemen:

MOCON Corporation will utilize the following subcontractors for the various itmes of work listed to fulfill contract goals for MBE participation. These goals are: DBE - $159,705.65 and WBE - $26,617.61.

1. DBE Construction, Inc. (DBE - $44,854.93)
   P.O. Box 230118
   Tigard, Oregon 97223
   503-643-1160
   Jim Nishimura

26.	Box Culvert Concrete Placement	$27,551.93
57.	Truck Scale Pit & Approach Slabs	17,300.00

2. Dirt & Aggregate Interchange, Inc. (DBE - $31,416.25)
   20905 N.E. Sandy Blvd.
   Troutdale, Oregon 97060
   503-661-5093
   Joe Martin

39.	Guard Rail, Type 2A	$23,406.25
40.	" " , " 3	2,100.00
41.	Guard Rail Anchors, Type 1	2,250.00
42.	" " " , " 1, Modified	1,050.00
43.	Rail End Pieces, Type B	250.00
44.	" " " , " C	720.00
51.	Delineators, Type 2	680.00
52.	" , " 3	840.00
53.	" , " 4	120.00

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

3. R.E. Smith Co. (DBE - $93,012.22)
P.O. Box 473
Vashon, Washington 98070
206-463-9127
Bob Smith

27.	Rebar in Box Culvert	$11,312.22
35.	Rebar in Manhole	1,520.00
57.	Rebar in Truck Scale Pit & Slabs	3,040.00
59.	Rebar in Concrete Ditch Lining	90.00
75.	Reinforcement	47,120.00
76.	Coated Reinforcement	17,200.00
77.	Rebar in Bridge End Panels	8,360.00
78.	Rebar in Type G Rail	2,580.00
83.	Rebar in Block Walls (Furnish only)	792.00
84.	Rebar in Block Wall Footings	988.00

4. Aichele Landscaping, Inc. (WBE - $47,386.98)
11360 S.E. Stevens
Portland, Oregon 97266
503-654-8816
Ben Fox

17.	Topsoil	$14,367.50
100.	Seeding & Mulching	4,725.00
101.	Shrubs	5,448.80
102.	Vines	9,246.68
103.	Soil Conditioner	5,844.00
104.	Bark Mulch	7,755.00

By utilizing the above subcontractors, MOCON's MBE participation exceeds the contract goals as follows.

PARTICIPATION	GOAL	ACTUAL	% OF GOAL
DBE	$159,705.65	$169,283.40	106%
WBE	26,617.61	47,386.98	178%

Please call if there are any questions. Thank you.

Sincerely,

MOCON CORPORATION

Wade H. Wakayama
Wade H. Wakayama

RECEIVED
MAY - 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

rll

4793

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-74(9)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71111

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR
Info | Info25 | R/D | D/R | Sign | Act | File

Orig. w/ att to 4/11

7. DATE AUTHORIZATION EFFECTIVE
4/4/84

8. FEDERAL ROUTE NUMBER
Primary 74

9. STATE ROUTE NUMBER
Secondary 171

10. GENERAL LOCATION:
SE 122nd Avenue - Rock Creek Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, structures, signing, signals, landscape and building

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/2/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,205,045. Regular Federal-aid matching ratio, appropriation code 178 in amount of $2,724,287 and increased Federal share (P.L. 97-424 Section 145) appropriation code 17V in amount of $480,758.

A signed copy of the Title Sheet is returned herewith.

14. DATE
4/4/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoover

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

1173 171 N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: J. H. Versteeg
Road Design Engineer

DATE: March 15, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing Materials
Clackamas Highway
SE 122nd Avenue - Rock Creek Junction

ATTENTION: Steve Macnab

REFERRED TO
Mann Henry
Cane Edwards
Eriksen [✓ Anderson]
King Bedford Leu
Return Discuss Do [✓ File] Due
By FINAL DESIGN ENGINEER

The subject project has a considerable number of signs which will have engineering grade type reflective backgrounds which are white. We have experienced problems with "SEIBULITE Reflective Sheeting" graying out in periods of time from less than one year to less than three years.

The Maintenance Branch has examples of this problem in the Sign Shop and has previously contacted the manufacturer's representative to see if they would make adjustments. No response was received.

According to Bill Geibel we experienced the same problem (signs graying out within a three year period) on the Warren-Scappoose project.

The manufacturer's representative has been contacted again and has indicated that he will not be able to respond to us until sometime near the end of this month. Since no adjustments have been made by the manufacturer, it is our recommendation that "SEIBULITE Reflective Sheeting" be disallowed for use on the subject project which is currently scheduled for the April 26 contract letting. We are currently considering other materials for sign backgrounds and it appears likely that once a decision is reached on this matter we may not be using much engineering grade background material. This decision may not be made for several weeks.

L. E. George
Traffic Engineer

DKH:dc
cc: R. L. Schroeder
E. L. Hardt

1 Versteeg ✓
Anderson
2 Adams
Copy Macnab
Edwards
Terpin
Trout
Wakeslig

RECEIVED
MAR 19 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1307

977-

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-74(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71111

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-28-84

8. FEDERAL ROUTE NUMBER Primary 74

9. STATE ROUTE NUMBER Secondary 171

10. GENERAL LOCATION:

SE 122nd Avenue - Rock Creek Junction

11. GENERAL DESCRIPTION OF WORK

Utility

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER (*Specify*) See Below

13. REMARKS

As requested by Mr. Potter's letter of 2-28-84 you are authorized to proceed with the actual adjustments to Portland General Electric's power pole relocations. Reimbursement on an actual cost bases estimated to be $9,934 - Federal Funds $8,444 is approved.

I approve the Agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ONG
3/29

14. DATE 3-14-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

February 28, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

[illegible]
E. S. HUNTER

SUBJECT: Power Pole Relocations
Portland General Electric Company
S.E. 122nd Ave.-Rock Creek Jct. Section
Clackamas Highway
Clackamas County
Project No. IX-74(9)

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric Company's (PGE) facilities dated February 7, 1984, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to PGE's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PGE dated June 21, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 28, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $9,934.

JMC/GAP/llr
Enclosure
cc: ~~E. S.~~ Hunter
W. F. Cobine
Jack M. Cartwright
Ted Inloes

RECEIVED
TECHNICAL SERVICES
FEB 29 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

9793

1-

February 28, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

Jackm Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocations
Portland General Electric Company
S.E. 122nd Ave.-Rock Creek Jct. Section
Clackamas County
Project No. IX-74(9)

Dear Mr. Lowe:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their aerial power line pole facilities in conflict with this project as of February 28, 1984 is requested. An estimate of cost has been received from PGE in the amount of $9,934. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
February 28, 1984 is approved

Thomas P. Lowe, Area Engineer

RECEIVED
TECHNICAL SERVICES
MAR 1 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JMC/llr
cc: ~~E. S. Hunter~~
W. F. Cobine
E. L. Hardt
Ted Inloes
Pete Gonzalez

REC

9793

171

N

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: February 8, 1984

FROM: ALLAN C. HARWOOD
Region Operations Engineer

Allan Harwood

SUBJECT: 122nd Avenue-Rock Creek Junction Section
Clackamas Highway

Enclosed find a letter from Lee Gunderson conce~~f~~ning what he percieves as being a problem on the subject project at Rock Creek Junction. Is there something that can be done to alleviate the problem that Lee points out prior to going to contract?

ACH/b

Attachment

1 Versteeg ✓
Anderson
2 Adams A
Macnab
Steudenmeyer
Torpin
Trent
Wilmeth

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

REFERRED TO
Mann 1 Henry
Cone Edwards
Erikson Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Review to see if this is a legitimate & real problem. If so what can be done to mitigate it.
NEMM

STATE OF OREGON

INTEROFFICE MEMO

TO: ALLAN C. HARWOOD
Region Operations Engineer

DATE: February 1, 1984

FROM: LEONAL H. GUNDERSON
Region Traffic Signal Manager

SUBJECT: CLACKAMAS HWY. 171
SE 122nd AVE.-ROCK CREEK JCT.

The alignment and striping of the south approach on the Clackamas Highway where it intersects the Clackamas-Boring Highway at Rock Creek Junction as shown on the preliminary signal design, is not realistic for a truck to make the left turn movement.

Ron brought this to the attention of the Design Section in his Speed Memo of June 23, 1983. Subsequent conversations by myself with the Signal Design people have not brought about the changes on the contract plans that we feel necessary to accommodate this. The above has been discussed on a couple of different occasions with Dave Willhite, the scheduled Project Manager for this project. Dave agrees that some improvement should be made.

From a traffic operations point of view, we feel that this alignment and striping change should be made. Because this is a change to the contract plans, a higher level of authority is requested. Therefore, we request your concurrence to make these changes in the field during the time of construction, or your assistance in getting the contract plans revised to show this alignment.

LHG/gw

OREGON STATE HIGHWAY VISION

SUBJECT: Clack Hwy 122nd Ave - Rock Creek Jct	TO: Dave Willhite
DATE: 7-8-83	FROM: Lee Gunderson

Salem design says they can not widen in the SE quadrant of the Clack. Hwy - Boring Hwy intersection because of grade problems.

We feel the approach alignment as shown will not work very well because of the truck movement.

I would like to work with you on the signal pole #4 & #6 location and possibly getting as much AC as practical in the SE quadrant.

(SIGNATURE)

PLEASE REPLY HERE

When you get this staked so I can see what is happening I'd like to look at it. I think an additional programmed head OLA mounted on Pole #3 would be benificial

Le

CC. Craft
Zirbes
F. [illegible]

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY. DETACHING SHEETS. RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Rock Cr. Junction

DATE: 1-6-84

TO: Dave Willhite

FROM: Lee Gunderson

Per our telephone conversation this date I have attached a copy of plan sheet 8541 showing the striping alignment, pavement edge and signal pole locations

The PV/OLa on pole #2 and the 35' mast arm on on pole #6 will be shown on the final plans. Also the illumination will be included.

Additional work that will not be shown is the pavement widening in the SE quadrant and the striping layout.

The signal pole locations #4 & 6 shown in red depend on

(SIGNATURE)

PLEASE REPLY HERE

whether we can get the striping alignment.

The revised striping will eliminate the reversing curve (55' radius back to back) that would be difficult for trucks to negotiate.

Lee

CC: Ron F.

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

OREGON STATE HIGHWAY DIVISION

TO: Dave Willhite

SUBJECT: Clack Hwy 122nd Ave - Rock Creek Int

FROM: Lee Gunderson

DATE: 7-8-83

Salem design says they can not widen in the SE quadrant of the Clack. Hwy-Boring Hwy intersection because of grade problems.

We feel the approach alignment as shown will not work very well because of the truck movement.

I would like to work with you on the signal pole #4 & #6 location and possibly getting as much AC as practical in the SE quadrant.

(SIGNATURE)

PLEASE REPLY HERE

When you get this staked so I can see what is happening I'd like to look at it. I think an additional programmed head OLA mounted on Pole #3 would be beneficial

CC. Craft
Zirbes
F[illegible]

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

OREGON STATE HIGHWAY DIVISION

SUBJECT: 122nd to Rock Cr Jct Sec.	TO: Bill Cole
DATE: 5/23/83	FROM: Ron Failmezger Metro Reg.

The preliminary signal plan has given me an opportunity to look at a Rock Cr. Inter. map big enough to determine the design to handle turning movements of trucks from the Carver leg to west on ORE 224.

The plan to right angle the inter. does not seem realistic for a truck to make. I have shown a revision in the Carver leg that will better handle this movement. There may need to be a slight modification of the signal pole on the far side. Also the ped. pole in the S.E. quad.

Ron
(SIGNATURE)

PLEASE REPLY HERE

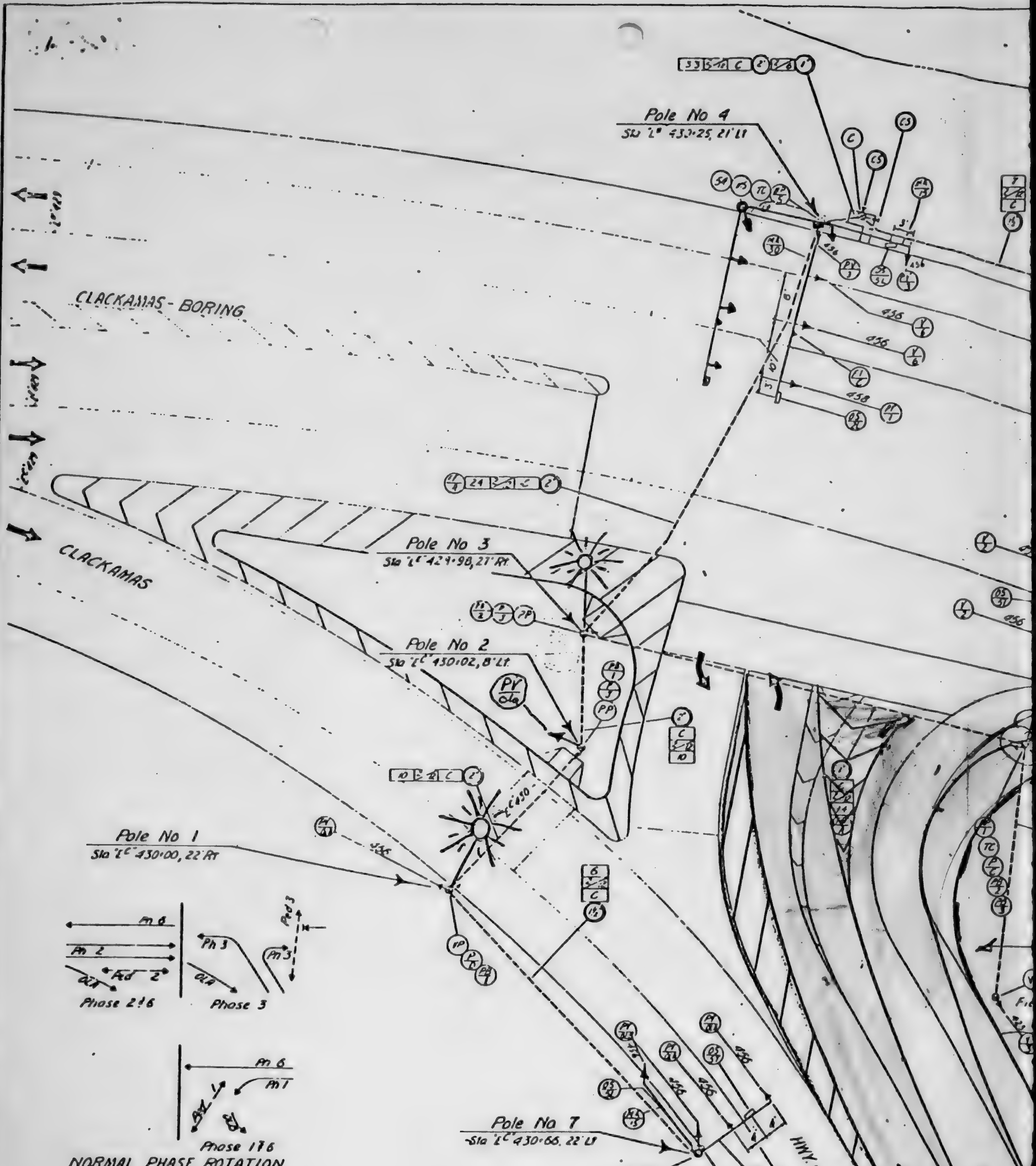
cc Craft
~~RH.~~ Willhite
Zirbes

TOS SM-1 SM-2
ATCS TT
ET

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

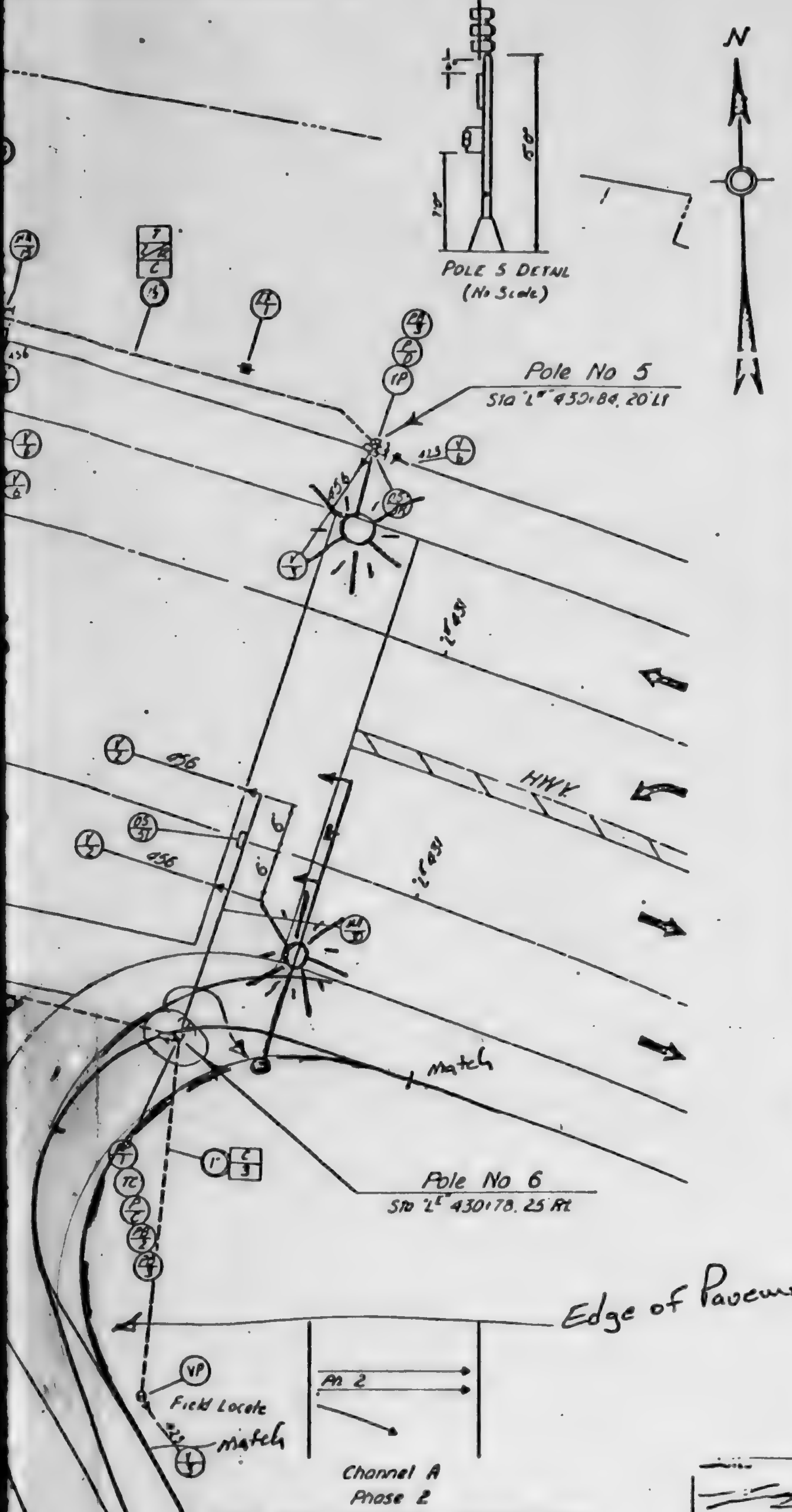
3



Pole No 4
Sta "L" 433+25, 21' Lt
CLACKAMAS - BORING
CLACKAMAS
Pole No 3
Sta "L" 429+98, 21' Rt
Pole No 2
Sta "L" 430+02, 8' Lt
PV
Pole No 1
Sta "L" 430+00, 22' Rt
Pole No 7
Sta "L" 430+66, 22' Lt
HWY.
Ph 6
Ph 2
Ped 2
Phase 2 & 6
Ph 3
Ped 3
Phase 3
Ph 6
Ph 1
Phase 1 & 6
NORMAL PHASE ROTATION
(Fully Actuated)
OLA-2-3, OLB-1

SIGNAL PLAN
CLACKAMAS HWY AT CLACKAMAS-BORING HWY

SCALE 0 10 20 40 FEET



Channel A
Phase 2
FIRE PRE-EMPTION OPERATION

L E G E N D

Existing power source (field locate)

(C) Install Model 170 controller in Model 332 cabinet

Install type (T) standard traffic signal mast arm pole

Install special mast arm pole for two mast arms

Install (L) ft. traffic signal mast arm

Install Phase (Ph) vehicle signal

Install Phase (Ph) optically programmed vehicle signal

Install type (T) modified pedestrian signal

Install phase (Ph) pedestrian pushbutton with instruction sign

(TC) Install terminal cabinet

(SC) Install service cabinet with 40 amp SPST circuit breaker

(MS) Install 120 V.A.C. meter service

Install interior-illuminated "LEFT TURN SIGNAL" sign

(5) Install (5")-inch electrical conduit

(CS) Install 2" conduit stub out for future use (cap both ends)

Install (X)-(N) wire No. (G) control cable(s)

Install interior-illuminated left arrow "ONLY" sign

Install interior illuminated right arrow "ONLY" sign

Install interior illuminated through arrow "ONLY" sign

Install interior illuminated "RIGHT TURN SIGNAL" sign

[C] Install one No. 6 type THWN wire (signal system common)

[N] Install (N) No. 14 type THWN wires

Install (N) No. (G) type TW wires

Install channel (Ch), (X)-way fire pre-emption detector

Install channel (Ch) fire pre-emption detector feeder cable

Ph – Phase shown
S – Size shown
N – Number shown
G – AWG wire size

423 – 12"R, 8"Y, 8"G
456 – 12"R, 12"Y, 12"G
458 – 12"R, 12"Y, 12"GLTA
459 – 12"R, 12"Y, 12"GRTA

(VP) Install vehicle signal pedestal with transformer base (See Detail for Pole No 5)

(PP) Install pedestrian signal pedestal with frangible base

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

6/14/93

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
SE 122ND AVE. - ROCK CREEK JCT. SEC.
CLACKAMAS HWY.
CLACKAMAS COUNTY

April 1983

Designed by JP
Checked by [illegible]

Accompanied by dwgs 1470, 1471, 1472, 1473 1488 1489 2077 2077A, 2077B 2990, 2991, 2992, 35008 35010, 8542 & 8543

8541

February 7, 1984

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7886

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of the 122nd Avenue-Rock Creek Junction Section of the Clackamas Highway, State Secondary Highway No. 171.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Att.

bc: Gary Potter (agreement attached)

9793

103-1963

N

STATE OF OREGON

INTEROFFICE MEMO

TO: DONALD R. ADAMS
Final Design Engineer

DATE: December 28, 1983

FROM: JAMES D. McCLURE JMcClure
Project Development Engineer

SUBJECT: 122nd Ave.-Rock Creek Section
Clackamas Highway (Hwy. 212)

Attached is a copy of a letter from Ken Rolfe concerning a change in access for R/W file No. 51401. This change should be reflected on the current construction plans.

Also, it was pointed out by Clackamas County that the construction plans they received recently as an exhibit to an agreement did not include the access changes in the vicinity of S.E. 135th Avenue. The County is proposing a new road on the north side of the highway opposite 135th Avenue, which should be reflected on the construction plans along with the new access locations into the Tom Ray, Inc., property. Attached is a copy of my previous correspondence on this change which may have been overlooked by your staff.

po

cc: Gary Zehner

Attachment

1 Versteeg /
Anderson
2 Adams A
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
DEC 30 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Watson
Mann
Harry 11
Coe
Stoudenmeyer
King
Erikson
Lee
Beard
Bedford
Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

?

115-1963

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Supervisor
Region I, R/W Unit

DATE: December 22, 1983

FROM: Dora Folsom
Realty Specialist

SE 122nd Ave-Rock Creek
Clackamas Highway
Clackamas County

SUBJECT: File 51401

Attached is an Indenture of Access form which should be signed before a notary public by Mr. and Mrs. Allen.

This Indenture of Access is needed to make the record agree with where the approach will be constructed.

By this document, they are relinquishing the reserved rights of access at Engr. Sta. 385+10 and State grants rights of access at Engr. Sta. 384+11.

Please do not date the document prior to returning it to this office for obtaining the signature of the Right of Way Manager.

After the Indenture of Access has been fully executed, the original Indenture of Access will be recorded and a photocopy forwarded to the owners for their permanent records.

If, for some reason, there is a delay in the return of this document, please advise this office of the circumstances.

DF:aes

Enc.

cc: Ed Hardt
Marion Craft
Jim Dixon

103-1963

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: October 10, 1983

FROM: J. D. McCLURE JDMcClure
Project Development Engineer

SUBJECT: Additional Access
Tom Ray, Inc.
122nd-Rock Creek Junction
Clackamas Hwy. (Hwy. 212)

The following is the summary of information relating to granting Tom Ray, Inc., two access points along Highway 212. Allowing two accesses to a single parcel of land has been contrary to our normal access policy which was jointly agreed upon with Clackamas County. But due to the circumstances and size of this parcel, the two access points are granted.

Originally, Tom Ray owned two parcels of land adjacent to Highway 212; one parcel with approximately 300-foot frontage and a second parcel to the east with 65-foot frontage. In the original right-of-way acquisition in 1982, a legal access was granted for each parcel of land. Subsequent to our acquiring land, Tom Ray sold off the easterly 60 feet of his easterly parcel of land to Clackamas County for the purpose of constructing a new road connecting between Highway 212 and Sunnyside Road. The $33,000 did not include the purchase of access rights to Highway 212. This was confirmed through my discussions with both Winston Kurth and Ken Rolfe. Winston Kurth advised that Tom Ray has settled out of court and agreed to the $33,000 settlement, not realizing that the land purchased by the County also eliminated one of his access points to the highway. Since it does not appear that the County's purchase price included access rights to the highway, we have granted two access locations to his remaining parcel of land. The new access points shown on the attached map should be at Sta. 376+85, and Sta. 378+30.

po

cc: E. L. Hardt
Marion Craft
Maury Payne
Ken Rolfe
Winston Kurth
Donald Adams

Attachment

① Const. Road Approach
See Sht 6, Note 5

② Reconstruct San Manhole
See Sht.6, Note 2

③ Const. Road Approaches - 5 (Total)
Inst. 18" Culv. Pipe - 226' (Total)
Tr. Exc. - 74 C.Y.

④ Reconstruct San. Manhole

⑤ Const. Street Connection
Inst. 18" Culv. Pipe - 54'
Tr. Exc. - 18 C.Y.

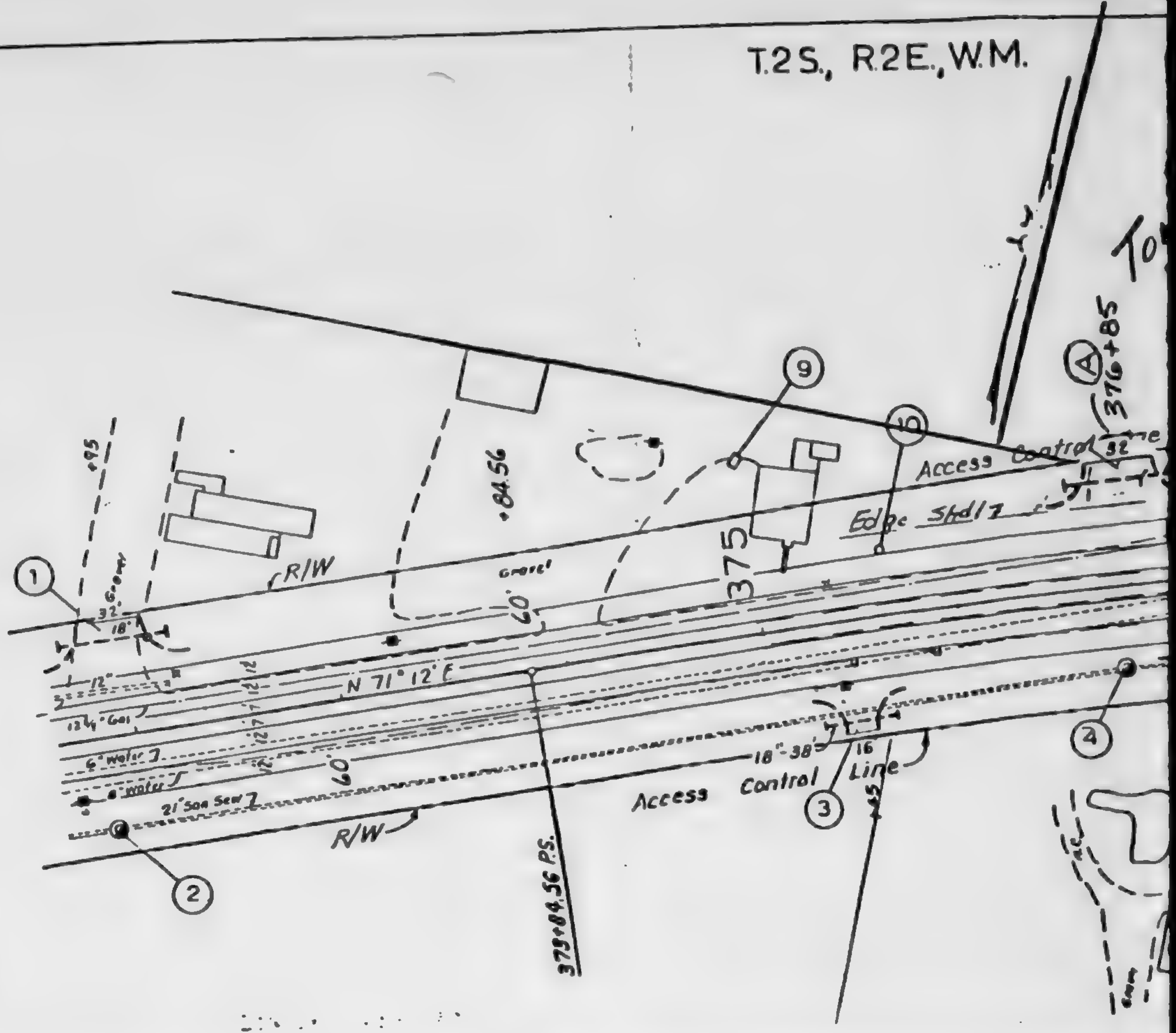
⑥ Adjust San. Manhole

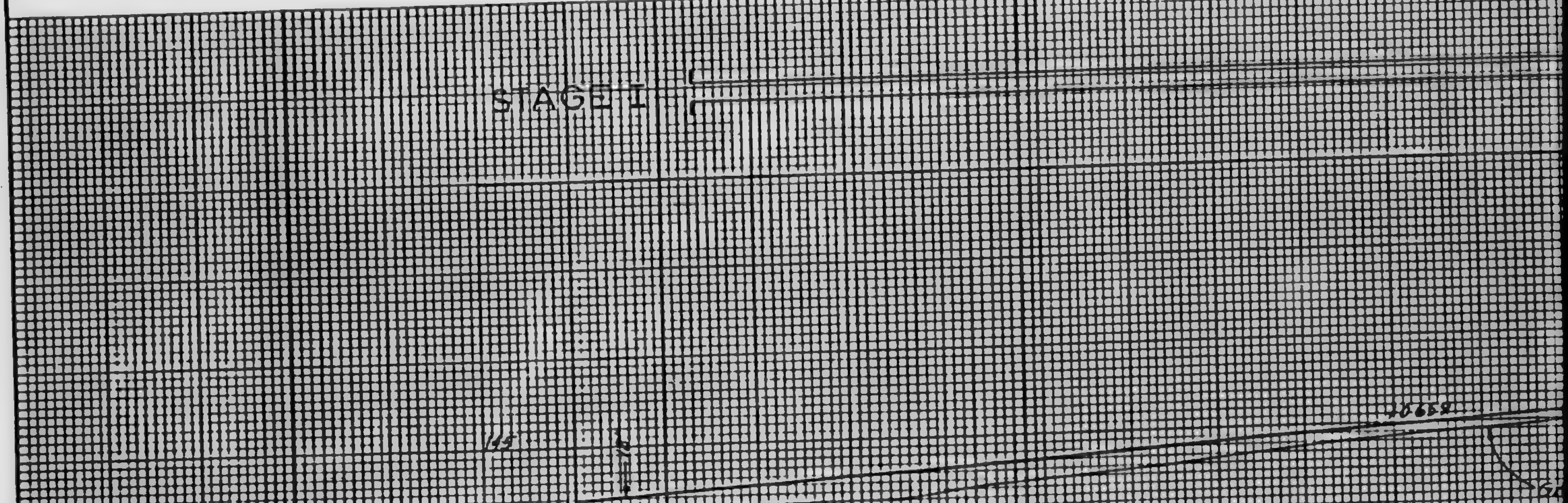
⑦ Sta 380+20 To Sta. 384+80, Rt.
Const. Type I Block Sound Wall - 3,680 Sq. Ft.
(For Details, See Sht. 28)
For Drg. No., See Sht. 1

⑧ Sta. 381+25 To Sta. 384+95, Rt
Const. Sound Berm
Earthwork Incl. In Main Rdwy. Distr.
(For Details, See Sht. 28)

⑨ Abandon & Fill Extg. Ceptic Tank

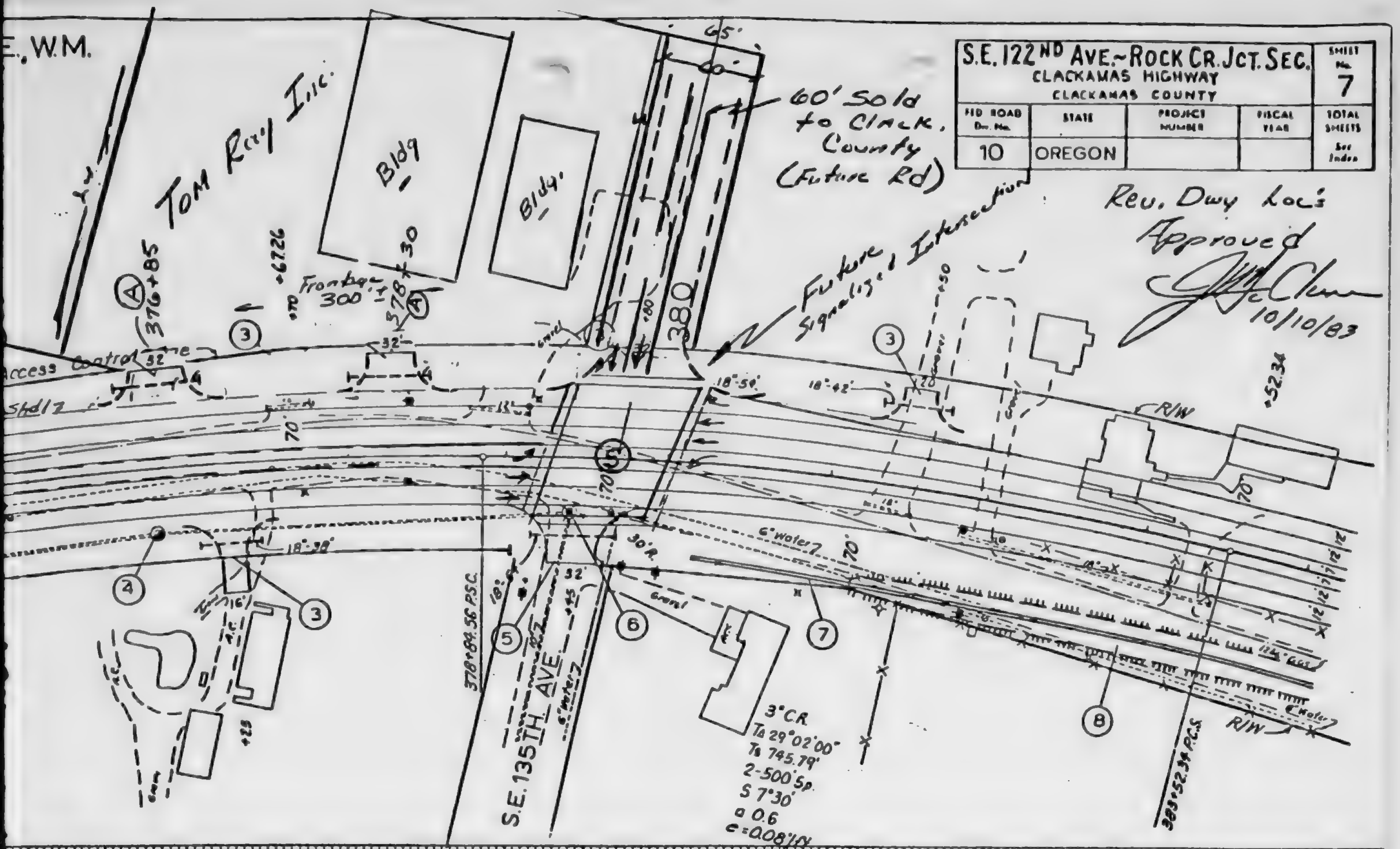
⑩ Remove Extg. Gasoline Storage Tank


T.2S., R.2E., W.M.
Access Control
Edge Shd'l
375
+84.56
+95
60'
60'
N 71° 12' E
R/W
R/W
Gravel
32'
18'
12"
12¼" Gas
6" Water
21" San Sew
18"-38'
16
Access Control Line
379+84.56 P.S.
376+85
A
①
②
③
④
⑨
⑩

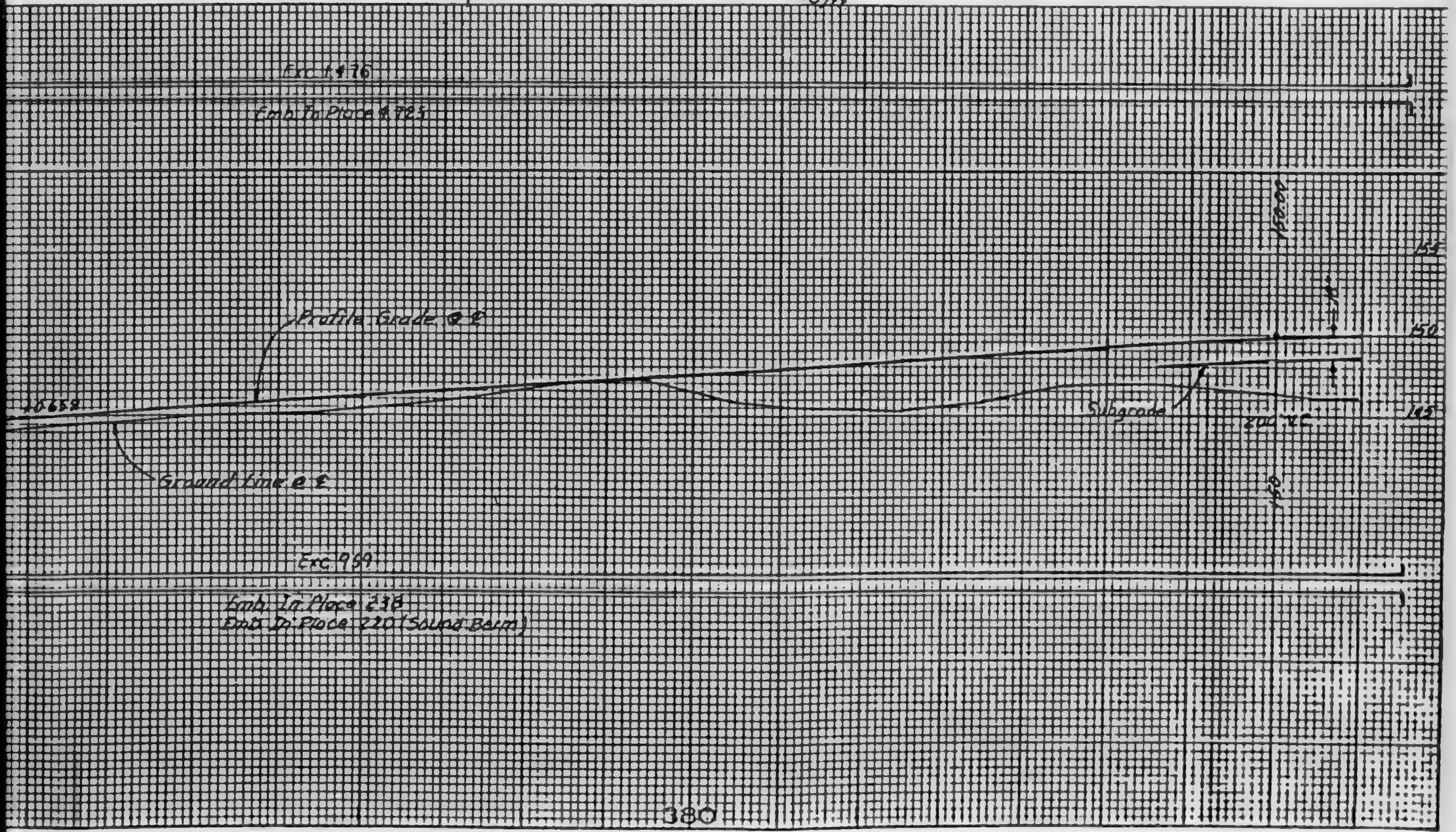

STAGE I
145
140
135
Subgrade
STAGE II
375

S.E. 122ND AVE.~ROCK CR. JCT. SEC. CLACKAMAS HIGHWAY CLACKAMAS COUNTY				SHEET No. 7
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Rev. Dwy Loc's
Approved
10/10/83



E. W.M.
Tom Ray Inc.
Bldg
Bldg
60' Sold to Clack. County (Future Rd)
65'
60
Future Signalized Intersection
376+85
+67.26
Frontage 300'±
378+30
A
A
3
3
3
3
Access Control
32'
32'
32'
Shld'r
70'
70'
70'
70'
380
+80
+50
20'
18'-50'
18'-42'
18'-38'
16'
5
6
7
8
2
30'R.
Gravel
6" Water
R/W
R/W
+52.34
378+84.56 P.S.C.
383+52.34 P.C.S.
S.E. 135TH AVE.
3° C.R.
Ta 29°02'00"
Ts 745.79'
2-500' Sp.
S 7°30'
a 0.6
e=0.08'/ft
+25



9793

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 16, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 71111
Project No. IX-74(9)
SE 122nd Ave.-Rock Creek Jct. Sec.
Clackamas Highway
Clackamas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 20, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

A-95 review conclusions were previously forwarded.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
General Files

Form 734-3122

9773 171

ROAD DESIGN SECTION

DES 16

Marvin McEldowney
Region I Right-of-Way Office

July 19, 1983

W. E. Cole
Design Supervisor

R/W File No. 51508
S.E. 122nd Avenue-Rock Creek Junction Section
Clackamas Highway
Clackamas County

As requested by phone on July 19, 1983, following is the estimate of cost for construction of a road approach to the subject property and dwellings from the State-proposed frontage road:

Typical Section of Road Approach, 12-foot travel width, 10 inches Aggregate Base plus 2 inches Top Base. Surfacing depth from Joe Fields' Surfacing Design Unit. County surfacing requirements are 6 inches 3/4"-0" plus 2 inches "Hot Mix" Asphaltic Concrete. Used State requirements.

Pipe under Road Approach (County Standard) - 12" min., 18" desirable

Estimated Cost of Road Approach to Existing Dwellings:

Embankment in Place	$ 363.00
Aggregate Base	2,488.00
Aggregate Top Base (Leveling)	486.00
18" Culvert Pipe	468.00
	$3,805.00
20% Engineering and Contingencies	760.00
Total Cost	$4,565.00

VLB:ja

cc Lou Schwab
Jack Sills
Virgil Broadwater

1 Versteeg ✓
Anderson
2 Adams
Marnab
Stoeckenmayer
Turpin
Trent
Wakerlig

RECEIVED
JUL 20 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

9723 Sec. 171 N

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: Norman Mann
Design Supervisor

DATE: May 2, 1983

FROM: L. E. George
Traffic Engineer

Noted NEM

SUBJECT: Signing
SE 122nd Avenue-Rock Creek Section
Clackamas Highway
Clackamas County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

On this date, R. W. Failmezger called and requested larger legend size on the above project.

As a result, the signs at Stations 397+75 Right, 403+25 Right, 417+50 Right, 422+75 Right, and 425+50 Right have been revised.

The revision to Sheet 2 of the plans is attached.

L. E. George

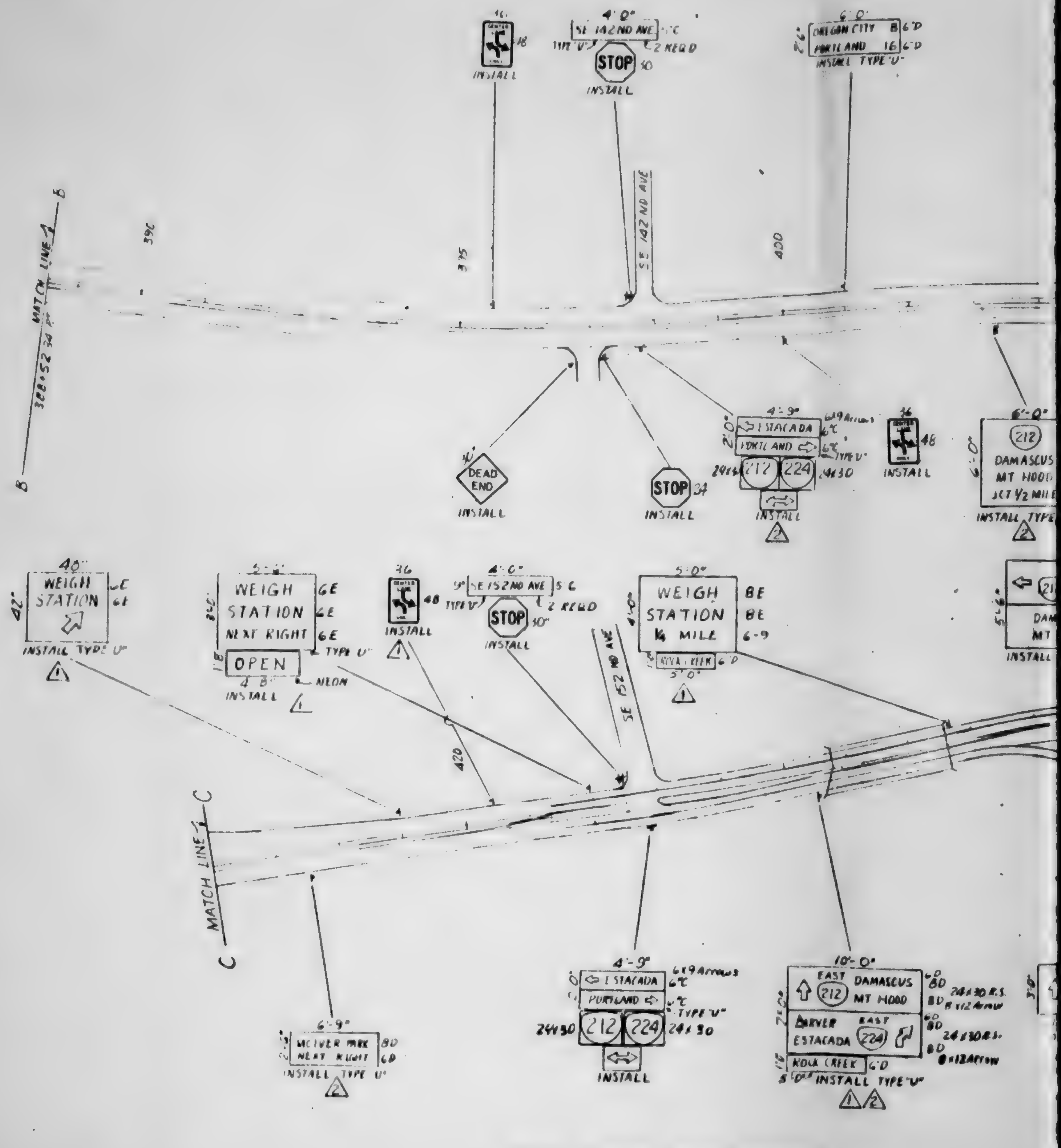
L. E. George
Traffic Engineer

ELS:ds
Attachment

cc: E. L. Hardt
M. D. Payne
R. W. Failmezger

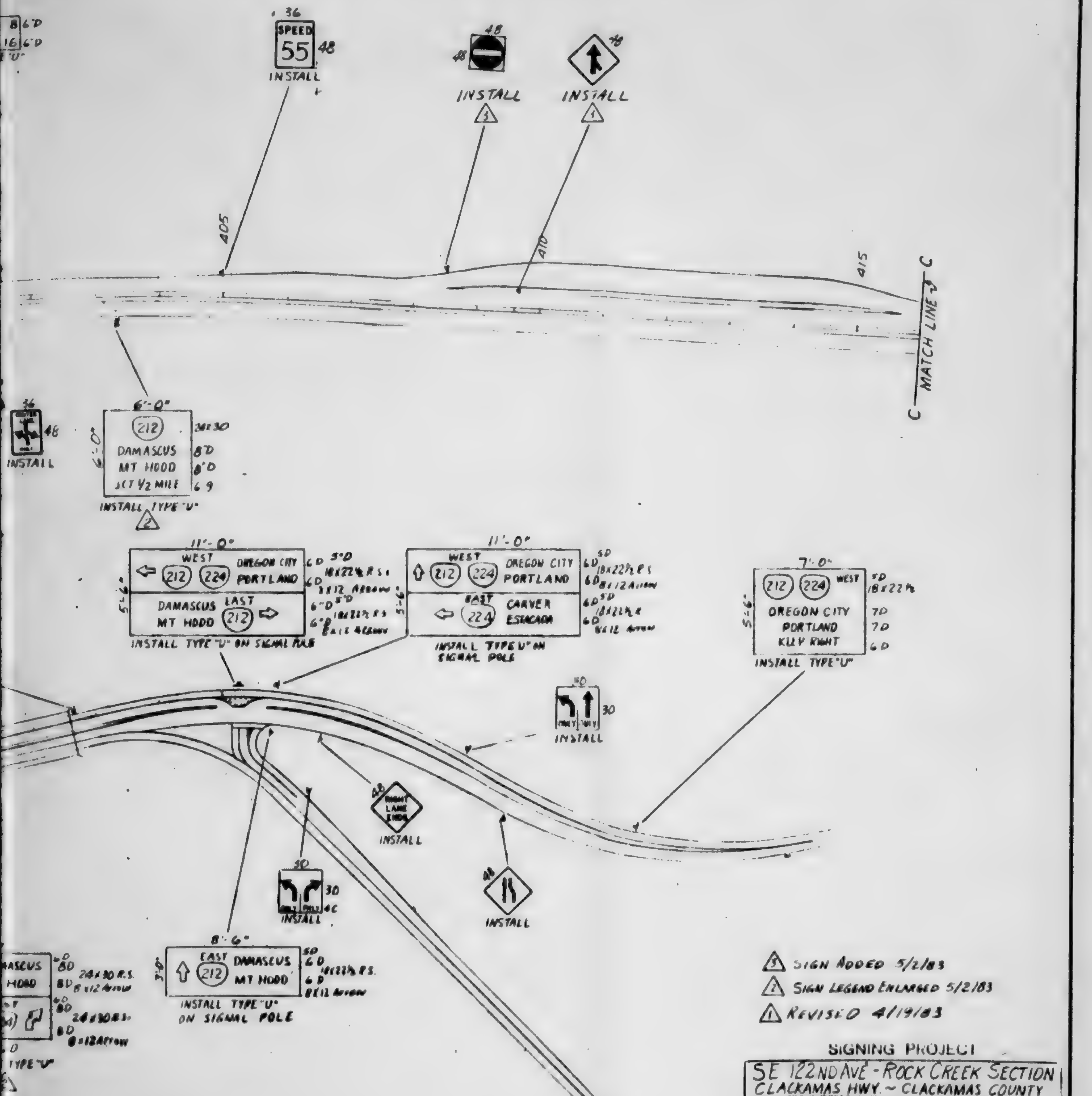
1 plan sheet kept
NOTED
W. G. BEARD

Contains Recycled Materials


46
CENTER LANE ONLY
48
INSTALL
4'0"
SE 142ND AVE
TYPE "U"
2 REQ D
STOP
30
INSTALL
6'0"
2'6"
OREGON CITY 8 6"D
PORTLAND 16 6"D
INSTALL TYPE "U"
MATCH LINE
B
B
328+52.34 PT
390
375
SE 142ND AVE
400
30"
DEAD END
INSTALL
STOP
34
INSTALL
4'-9"
2'0"
ESTACADA
PORTLAND
6x9 Arrows
6"C
6"C
TYPE "U"
24x30
212
224
24x30
INSTALL
2
36
48
INSTALL
6'-0"
6'-0"
212
DAMASCUS
MT HOOD
JCT 1/2 MILE
INSTALL TYPE
2
40"
42"
WEIGH STATION
6E
6E
INSTALL TYPE "U"
1
5'-6"
3'-6"
WEIGH STATION NEXT RIGHT
6E
6E
6E
TYPE "U"
1'8"
OPEN
4'8"
NEON
INSTALL
1
36
48
INSTALL
1
4'0"
9"
SE 152ND AVE
5"C
TYPE "U"
2 REQ D
STOP
30"
INSTALL
SE 152ND AVE
5'0"
4'-0"
WEIGH STATION 1/4 MILE
8E
8E
6-9
ROCK CREEK
6"D
5'0"
1
5'-6"
212
DAM
MT
INSTALL
420
MATCH LINE
C
C
6'-9"
MCIVER PARK
NEXT RIGHT
8D
6D
INSTALL TYPE "U"
2
4'-9"
ESTACADA
PORTLAND
6x9 Arrows
6"C
6"C
TYPE "U"
24x30
212
224
24x30
INSTALL
10'-0"
EAST
212
DAMASCUS
MT HOOD
6D
8D
8D
24x30 R.S.
8x12 Arrow
7'-0"
CARVER
ESTACADA
EAST
224
6D
8D
8D
24x30 R.S.
8x12 Arrow
1'6"
ROCK CREEK
6"D
5'0"
INSTALL TYPE "U"
1
2
3'-0"

NOTE: Existing Signing Between
SE 122ND Ave. & Rock Creek To Be
Removed Unless Otherwise Noted

Sheet 2 of 2


B 6"D
16 6"D
"U"
36
SPEED
55
48
INSTALL
48
48
INSTALL
3
48
INSTALL
3
405
410
415
C
MATCH LINE
C
36
48
INSTALL
6'-0"
5'-0"
212
36x30
DAMASCUS
8"D
MT HOOD
8"D
JCT 1/2 MILE
6 9
INSTALL TYPE "U"
2
11'-0"
5'-6"
WEST
OREGON CITY
212
224
PORTLAND
6"D
5"D
18x22½ R.S.
8x12 ARROW
DAMASCUS
EAST
MT HOOD
212
6"D
5"D
18x22½ R.S.
6"D
8x12 ARROW
INSTALL TYPE "U" ON SIGNAL POLE
11'-0"
5'-6"
WEST
212
224
OREGON CITY
PORTLAND
6D
5D
18x22½ R.S.
6D
8x12 ARROW
EAST
224
CARVER
ESTACADA
6D
5D
18x22½ R.
6D
8x12 ARROW
INSTALL TYPE "U" ON SIGNAL POLE
7'-0"
5'-6"
212
224
WEST
5D
18x22½
OREGON CITY
7D
PORTLAND
7D
KEEP RIGHT
6D
INSTALL TYPE "U"
30
ONLY
ONLY
30
INSTALL
48
RIGHT LANE ENDS
INSTALL
30
ONLY
ONLY
30
4C
INSTALL
48
INSTALL
8'-6"
3'-6"
EAST
DAMASCUS
212
MT HOOD
5D
6D
18x22½ R.S.
6D
8x12 ARROW
INSTALL TYPE "U" ON SIGNAL POLE
DAMASCUS
MT HOOD
6D
8D
24x30 R.S.
8D
8x12 ARROW
6D
24x30 R.S.
8D
8x12 ARROW
TYPE "U"

3 SIGN ADDED 5/2/83

2 SIGN LEGEND ENLARGED 5/2/83

1 REVISED 4/19/83

Barnard Straight
2 ?/83

SIGNING PROJECT

SE 122ND AVE - ROCK CREEK SECTION
CLACKAMAS HWY. ~ CLACKAMAS COUNTY

Action	Date	Signature	Title
Submitted	2-8-83	Dave H[illegible]	Tr. the Control Engr.
Approved	?/?/83	[illegible]	Engineer
"	4/4/83	F. E. George	Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	5/2/83	D K [illegible]	FHWA

9773

U.S. Department
of Transportation
**Federal Highway
Administration**

ED.
S. COULTER

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-74(2)
Rock Creek Bridge #1439B
Clackamas Highway 122-Rock Creek Section

Date: May 2, 1983

Reply to Attn. of: HBR-OR

From Division Administrator

To Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer

We have reviewed Mr. Hart's submittal of March 28, (signed by Jerry Backstrand) for the Rock Creek Bridge widening of the Clackamas Highway. Your proposal for a 3 span type 3 prestressed beam bridge with a cast-in-place deck is acceptable. We agree with the single column piers you propose. The new footing should be located below the channel bottom and well protected because of future scour.

In reviewing the site with Mr. Tindall we wonder if the proposed channel repair detail is acceptable.

It would appear that a vertical concrete protective wall poured against the existing solid rock channel might be a more logical solution to the channel scouring problem. The channel depth at bent 2 appears to be at least 10+ deep and repair with the riprap proposed would seem very costly and not acceptable to migrating fish or the native trout.

Please reconsider your proposal for the existing bent 2 protection.

For Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (J E Backstrand)

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1773 Sec. 171

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
TRA 23

TO: N. E. Mann
Design Supervisor

DATE: April 22, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.E. 122nd Avenue-Rock Creek Section
Clackamas Highway
Clackamas County

RECEIVED
APR 25 1983
ROAD DESIGN SECTION

Versteeg
Anderson
1 Adams A
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return to
Bring Up / /
Action

Attached are two prints of the approved sign study plan for the subject project.

This work should be included in the S.E. 122nd Avenue-Rock Creek Jct. project scheduled for August 25, 1983.

LE George

L. E. George
Traffic Engineer

ELS:kkr

Attachments

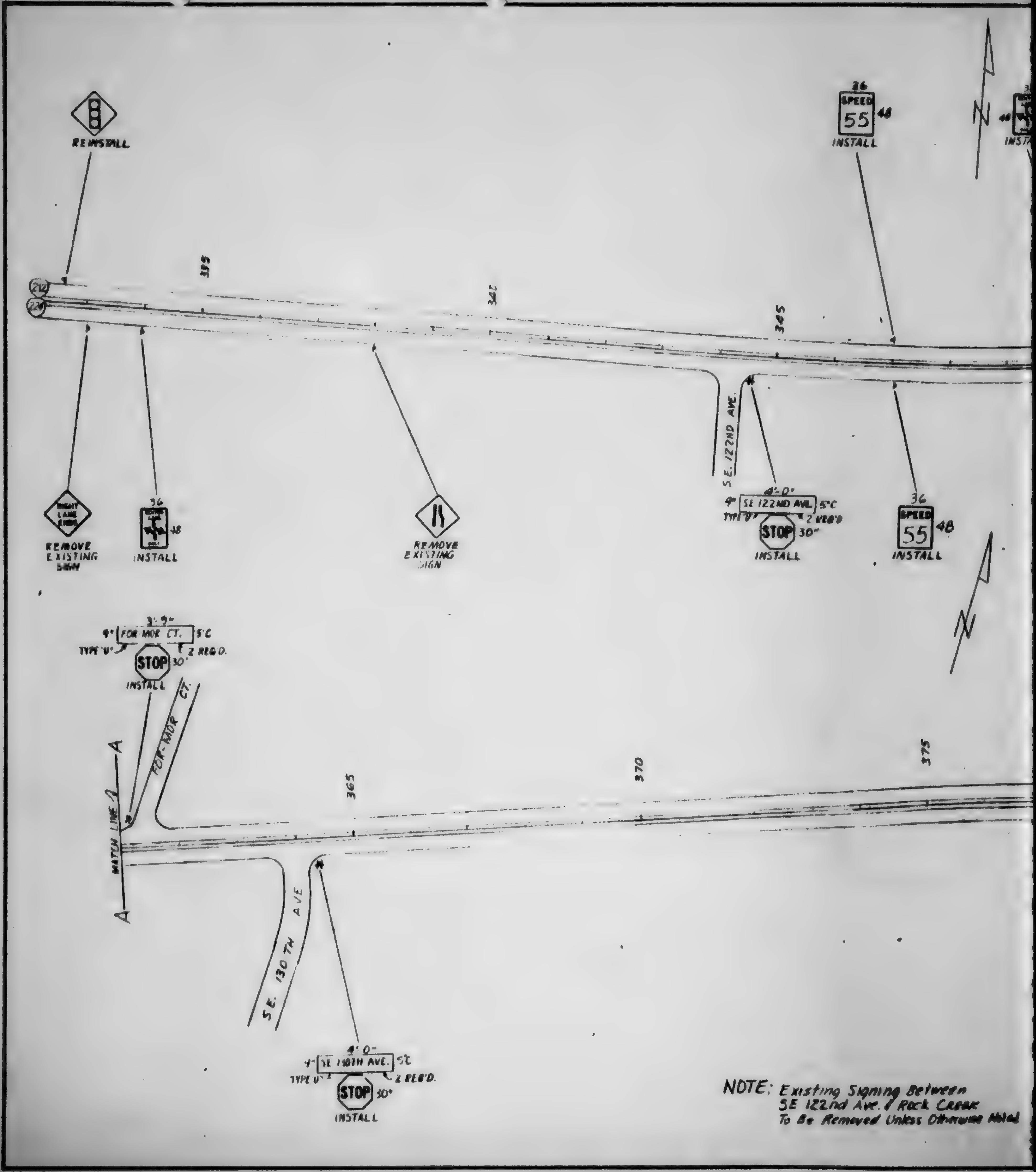
cc: E. L. Hardt (w/attachment)
M. D. Payne (w/attachment)

1 plan kept

NOTED
W. G. BEARD

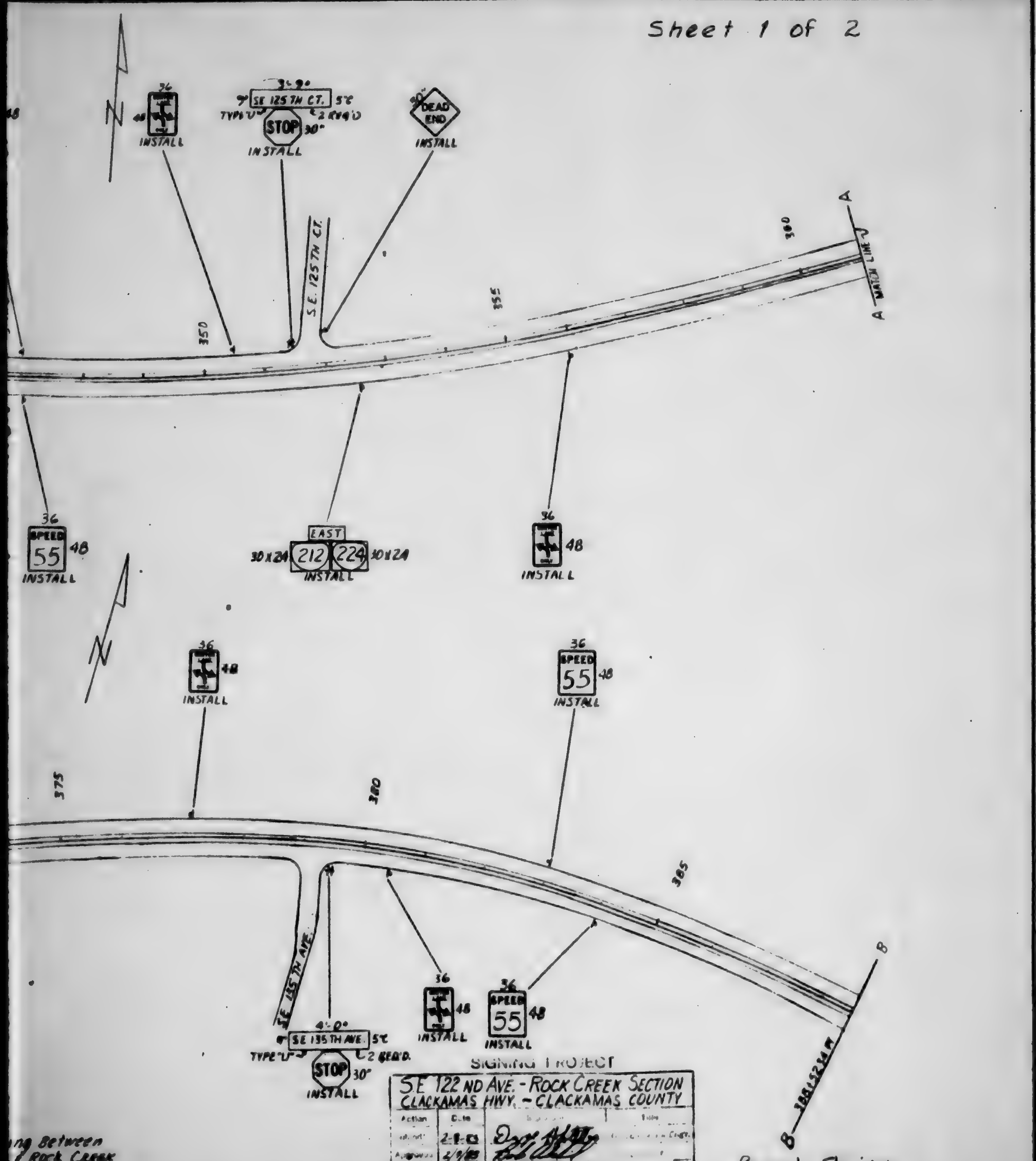
Noted
NEM

Contains Recycled Materials


REINSTALL
36
SPEED
55
48
INSTALL
212
224
335
340
345
SE. 122ND AVE.
RIGHT LANE ENDS
REMOVE EXISTING SIGN
36
48
INSTALL
REMOVE EXISTING SIGN
4'-0"
9"
SE 122ND AVE.
5"C
TYPE 'U'
2 REQ'D
STOP
30"
INSTALL
36
SPEED
55
48
INSTALL
3'-9"
9"
FOR-MOR CT.
5"C
TYPE 'U'
2 REQ'D.
STOP
30"
INSTALL
FOR-MOR CT.
A
MATCH LINE
A
365
370
375
SE. 130TH AVE
4'-0"
4"
SE 130TH AVE.
5"C
TYPE 'U'
2 REQ'D.
STOP
30"
INSTALL
N
N

NOTE: Existing Signing Between
SE 122nd Ave. & Rock Creek
To Be Removed Unless Otherwise Noted

Sheet 1 of 2



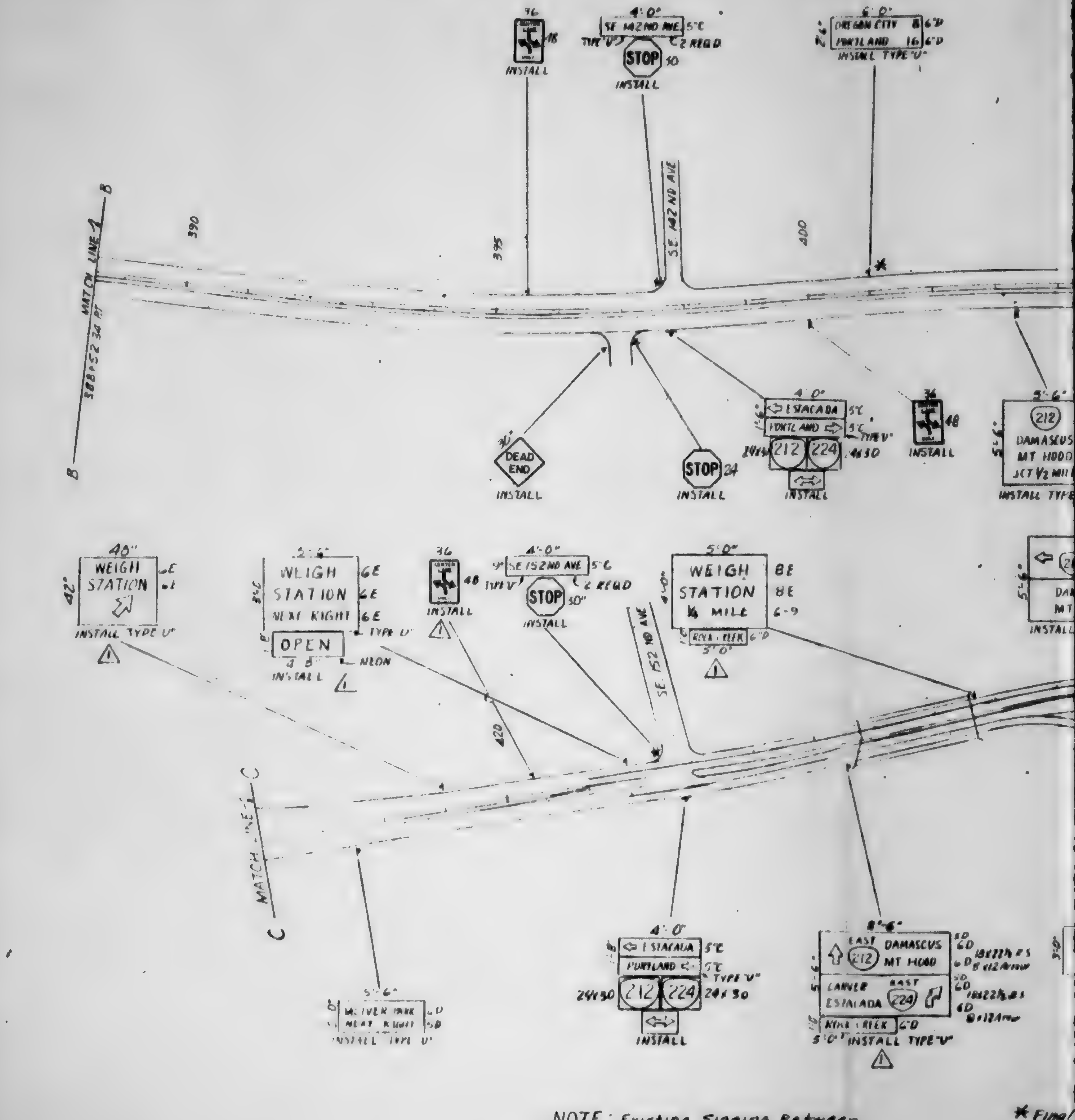
36
48
INSTALL
3'-9"
9" SE 125TH CT. 5"C
TYPE "U"
2 REQ'D
STOP
30"
INSTALL
30"
DEAD END
INSTALL
48
S.E. 125TH CT.
350
355
360
A
MATCH LINE
A
36
SPEED
55
48
INSTALL
EAST
30x24
212
224
30x24
INSTALL
36
48
INSTALL
36
48
INSTALL
36
SPEED
55
48
INSTALL
375
380
385
S.E. 135TH AVE.
36
48
INSTALL
36
SPEED
55
48
INSTALL
4'-0"
8" SE 135TH AVE. 5"C
TYPE "U"
2 REQ'D.
STOP
30"
INSTALL
B
388+52.34 P.T.
B

ng Between
Rock Creek
Unless Otherwise Noted

SIGNING PROJECT

S.E. 122 ND AVE. - ROCK CREEK SECTION CLACKAMAS HWY. - CLACKAMAS COUNTY			
Action	Date	[illegible]	Title
[illegible]	2-8-83		[illegible] Engr.
Approved	2/9/83		
"	2/11/83		[illegible]
"			Asst Hwy. [illegible]
Accepted	4/21/83	B K [illegible]	FHWA

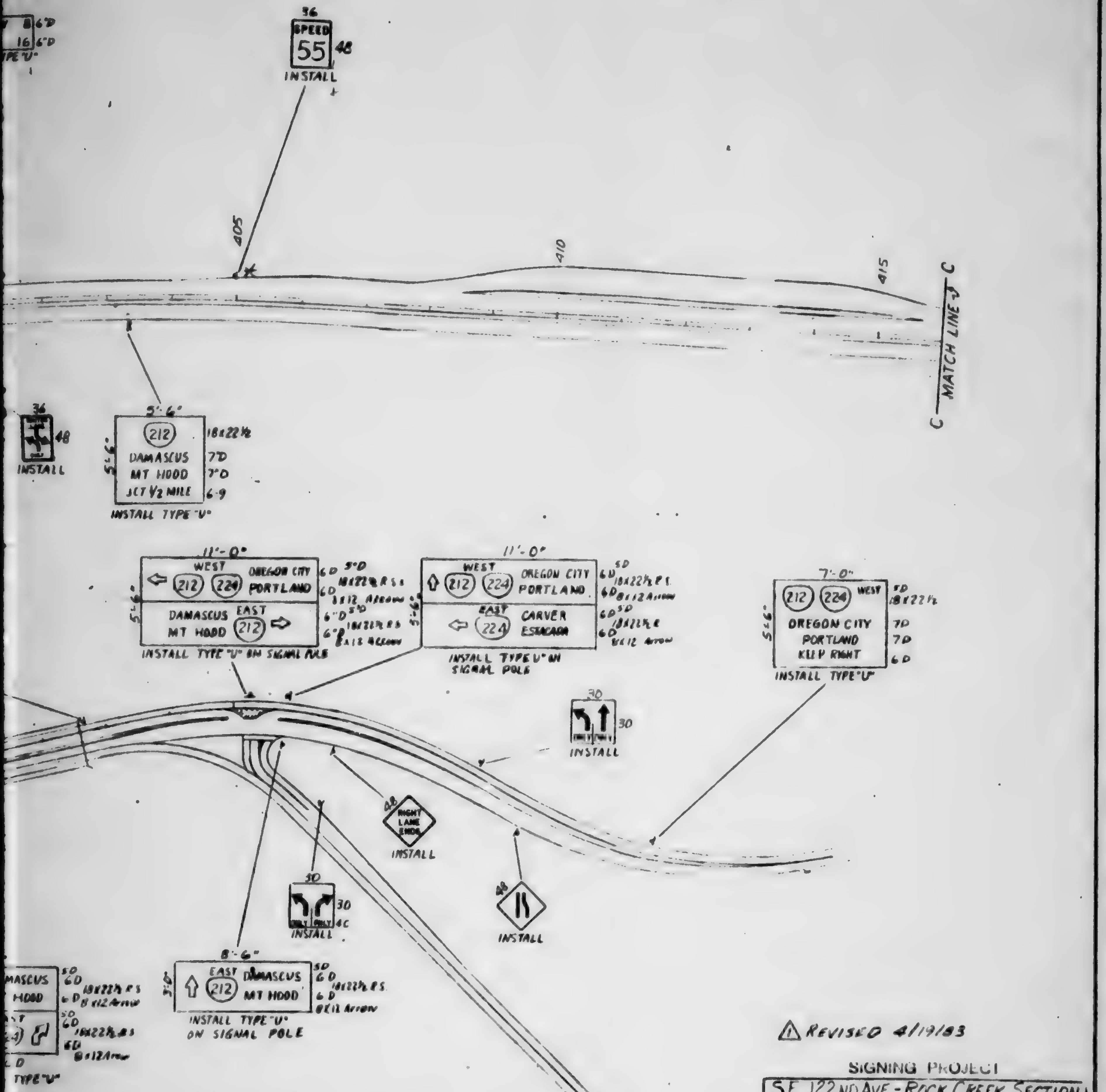
Barnard Straight
2 25 83


36
48
INSTALL
4'-0"
SE 142ND AVE
5"C
TYPE "U"
2 REQ'D
STOP
30
INSTALL
6'-0"
2'-6"
OREGON CITY 8
PORTLAND 16
6"D
6"D
INSTALL TYPE "U"
MATCH LINE 1
388+52.34 PT
B
B
390
395
SE. 142ND AVE
400
*
30"
DEAD END
INSTALL
STOP
24
INSTALL
4'-0"
1'-6"
ESTACADA
PORTLAND
5"C
5"C
TYPE "U"
24x30
212
224
24x30
INSTALL
36
48
INSTALL
5'-6"
5'-6"
212
DAMASCUS
MT HOOD
JCT 1/2 MIL
INSTALL TYPE
40"
42"
WEIGH STATION
6E
6E
INSTALL TYPE "U"
2'-6"
3'-6"
WEIGH STATION NEXT RIGHT
6E
6E
6E
1'-8"
OPEN
4'-8"
TYPE "U"
NEON
INSTALL
36
48
INSTALL
4'-0"
9"
SE 152ND AVE
5"C
TYPE "U"
2 REQ'D
STOP
30"
INSTALL
SE. 152 ND AVE
5'-0"
4'-0"
WEIGH STATION 1/4 MILE
8E
8E
6-9
ROCK CREEK
6"D
5'-0"
5'-6"
DA
MT
INSTALL
420
MATCH "E"
C
C
5'-6"
McIVER PARK
NEXT RIGHT
6"D
5"D
INSTALL TYPE "U"
4'-0"
ESTACADA
PORTLAND
5"C
5"C
TYPE "U"
24x30
212
224
24x30
INSTALL
8'-6"
5'-6"
EAST
212
DAMASCUS
MT HOOD
5D
6D
6D
18x22½ RS
8x12 Arrow
CARVER
ESTACADA
EAST
224
5D
6D
6D
18x22½ RS
8x12 Arrow
1'-6"
ROCK CREEK
6"D
5'-0"
INSTALL TYPE "U"
3'-0"

NOTE : Existing Signing Between SE 122ND Ave. & Rock Creek To Be Removed Unless Otherwise Noted

* Final
Loca

Sheet 2 of 2


36
SPEED
55
48
INSTALL
405
410
415
C — MATCH LINE — C
36
48
INSTALL
5'-6"
5'-6"
212
DAMASCUS
MT HOOD
JCT 1/2 MILE
18x22½
7"D
7"D
6-9
INSTALL TYPE "U"
11'-0"
5'-6"
WEST
212
224
OREGON CITY
PORTLAND
DAMASCUS
MT HOOD
EAST
212
6D 5"D
6D 18x22½ R.S.
8x12 Arrow
6"D 5"D
6"D 18x22½ R.S.
8x12 Arrow
INSTALL TYPE "U" ON SIGNAL POLE
11'-0"
5'-6"
WEST
212
224
OREGON CITY
PORTLAND
EAST
224
CARVER
ESTACADA
6D 5D
18x22½ R.S.
6D 8x12 Arrow
6D 5D
18x22½ R
6D 8x12 Arrow
INSTALL TYPE "U" ON SIGNAL POLE
7'-0"
5'-6"
212
224
WEST
OREGON CITY
PORTLAND
KEEP RIGHT
5D
18x22½
7D
7D
6D
INSTALL TYPE "U"
30
30
INSTALL
48
RIGHT LANE ENDS
INSTALL
30
30
4C
INSTALL
48
INSTALL
8'-6"
3'-0"
EAST
212
DAMASCUS
MT HOOD
5D
6D
18x22½ R.S.
6D
8x12 Arrow
INSTALL TYPE "U" ON SIGNAL POLE
MASCUS
HOOD
5D
6D
18x22½ R.S.
6D 8x12 Arrow
5D
6D
18x22½ R.S.
6D
8x12 Arrow
TYPE "U"
1 REVISED 4/19/83

SIGNING PROJECT

SE 122ND AVE. - ROCK CREEK SECTION
CLACKAMAS HWY ~ CLACKAMAS COUNTY

Action	Date	Signature	Title
Submitted	2-8-83	[illegible]	[illegible]
Approved	3/9/83	[illegible]	
•	4/4/83	F. E. [illegible]	[illegible]
•			Asst. Hwy. Engr.
Accepted	1/21/83	D. K. [illegible]	FHWA

* Final Location OF Signs to Be Determined By Location of Weigh Station

Barnard Straight.

2-24-83

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
1439B

March 28, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Rock Creek Bridge Widening
SE 122nd Avenue - Rock Creek Junction Section
Clackamas Highway
Clackamas County
BR 1439B

Enclosed are two reduced prints of Drawings 35681, 35340 and 35342 which are the preliminary plan and elevation and vicinity maps for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The roadway width is in accordance with the standards governing the project. The alignment and elevation is controlled by the existing structure to be widened. The length is the same as the existing with retaining walls being used to retain the fill at each end.

Type 3 prestressed beams with a poured-in-place deck are proposed to widen this bridge. The prestressed beams will approximate the stiffness of the existing bridge. Stage construction will be used to handle traffic during construction. Remedial work at Bent 2 of the existing bridge will be done to fill the scour hole and protect against future scour.

The estimated cost of this widening, including an allowance for engineering and contingencies, is $770,000.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
E. L. Hardt /w/ 2
Environmental /w/ 1
John Grassman /w/ 1

RECEIVED
TECHNICAL SERVICES
MAR 29 '83
REFER TO
ROUTED
E. S. HUNTER
FOR
Act
Sign
D/R
R/D
Inves
Info

Form 734-3122

9793

REFERRED TO 171

[illegible]

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: S.E. 122nd Ave. - Rock Creek Jct.
Highway: Clackamas #171
Length of Project: 2.1 miles ± PMS No.

Date: November 23, 1982
County: Clackamas
Prefix: 103-1963

ADT 15,200 % Trucks 11
Traffic Coefficient 10.2
Soil R Value 8

18 Kip EALs/day 785
Design Period Ten Years - Initial
CBE Required 33.5"

Widening - New Work Width		Overlay/Rehab. of Existing Pavement Width 26'	
Alternate No. 1	**Thickness**		**Thickness**
A.C. (Class "B")	4.0"	A.C. (Class "B")	4.0"
Treated Base	14.0"		
Cost $ 1385.80/Sta.			
Alternate No. 2	**Thickness**		**Thickness**
A.C. (Class "B")	5.0"	A.C. (Class "B")	4.0"
Asphalt Prime Coat	---		
Aggregate Level	2.0"		
Aggregate Base	21.0"		
Geotextile Membrane	---		
Cost $ 1483.80/Sta.			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

Remarks - Surfacing Design Engineer: Alternate #2 requires an excessively thick section. Alternate #1 conserves materials and energy and is similar to the East Portland Freeway - S.E. 122nd Section immediately to the west.

RECEIVED
FEB 16 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Recommendations: Alternate #1.

cc: Location
Final Design Engineer
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

PAVEMENT TYPE SELECTION

ECTION: S.E. 122nd Ave. - Rock Creek Junction DATE: November 23, 1982
IGHWAY: Clackamas #171 COUNTY: Clackamas

RINCIPAL FACTORS GOVERNING SELECTION

1. **Traffic Classification:** See reverse side.
2. **Soils Characteristics:** See reverse side.
3. **Climate** Frost penetration is negligible. Average annual rainfall (at Oregon City) is about 47".
4. **Construction Considerations:** Treated base section reduces amount of excavation and required road bed width.
5. **Recycling: Initial Project** 26'± of existing surfacing is to be saved in place and overlayed where possible, making it unfeasible to recycle material from this project in the initial construction. A.C. from commercial sources can utilize recycled material under our permissive specification.

   Future Both alternates have potential for future recycling.
6. **Cost Comparisons: See** reverse side.

ECONDARY FACTORS GOVERNING SELECTION

1. **Performance of similar pavements in the area:** Good.
2. **Adjacent Existing Pavements:** A.C. - Current project immediately adjacent to the west will have a treated base section similar to Alternate No. 1.
3. **Conservation of Materials and Energy:** Alternate No. 1 conserves materials and energy.
4. **Availability of Local Materials or Contractor Capabilities:** Commercial sources are available locally.
5. **Traffic Safety (Finished Project):** Good
6. **Incorporation of Experimental Features:** N/A
7. **Stimulation of Competition:** Not considered.
8. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** N/A.

emarks: *Recommend Alt. No. 1 W.E.C.*

pproval:

Surfacing Design Eng. for approval

9793

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Region 1
Right of Way Supervisor

DATE: March 4, 1981

FROM: J B Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: Files 51377, 51378, 51379,
51380, 51381, 51384 & 51745
East Portland Hwy.-Rock Cr. Sec.
Clackamas Highway

In order to assist the Clackamas Water District in their problem area, we will proceed with acquiring those files on the north side of the road from 122nd to 130th. These files are as listed in the subject. This will allow the Clackamas Water District to provide a loop in order that they may serve their customers in this area. We will continue to hold in abeyance, work in other areas until our programming becomes more solidified.

I see no reason to purchase the access only files as the Water District can complete their work on the existing right-of-way.

JBB:jh

cc: E. S. Hunter
R. N. Bothman
Ed Hardt
Paul Helton

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 4 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9773

File No. 100-1263

OREGON STATE HIGHWAY DIVISION

SUBJECT: Signing
SE 122nd Ave. - Rock Cr. Sec.
Clackamas Hwy
Clackamas Co.

DATE: 3-11-83

TO: Jim Rose

FROM: Curt Duval

Please find attached 2 sheets of sign plans (approved) and one copy of Clackamas Counties letter of transmittal for subject project

Curtis H Duval

3-16-83

Buz Swan —

The attached sign plans have been reviewed by Clackamas County and by Metro Staff and are approved without comment. Please note and advise the traffic section.

Jim Rose

(SIGNATURE)

PLEASE REPLY HERE

[illegible] MANAGEMENT SECT.
[illegible] ☐ DES ☐
[illegible] ☐ [illegible] ☐ DNN ☐
MAR 16 1983
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

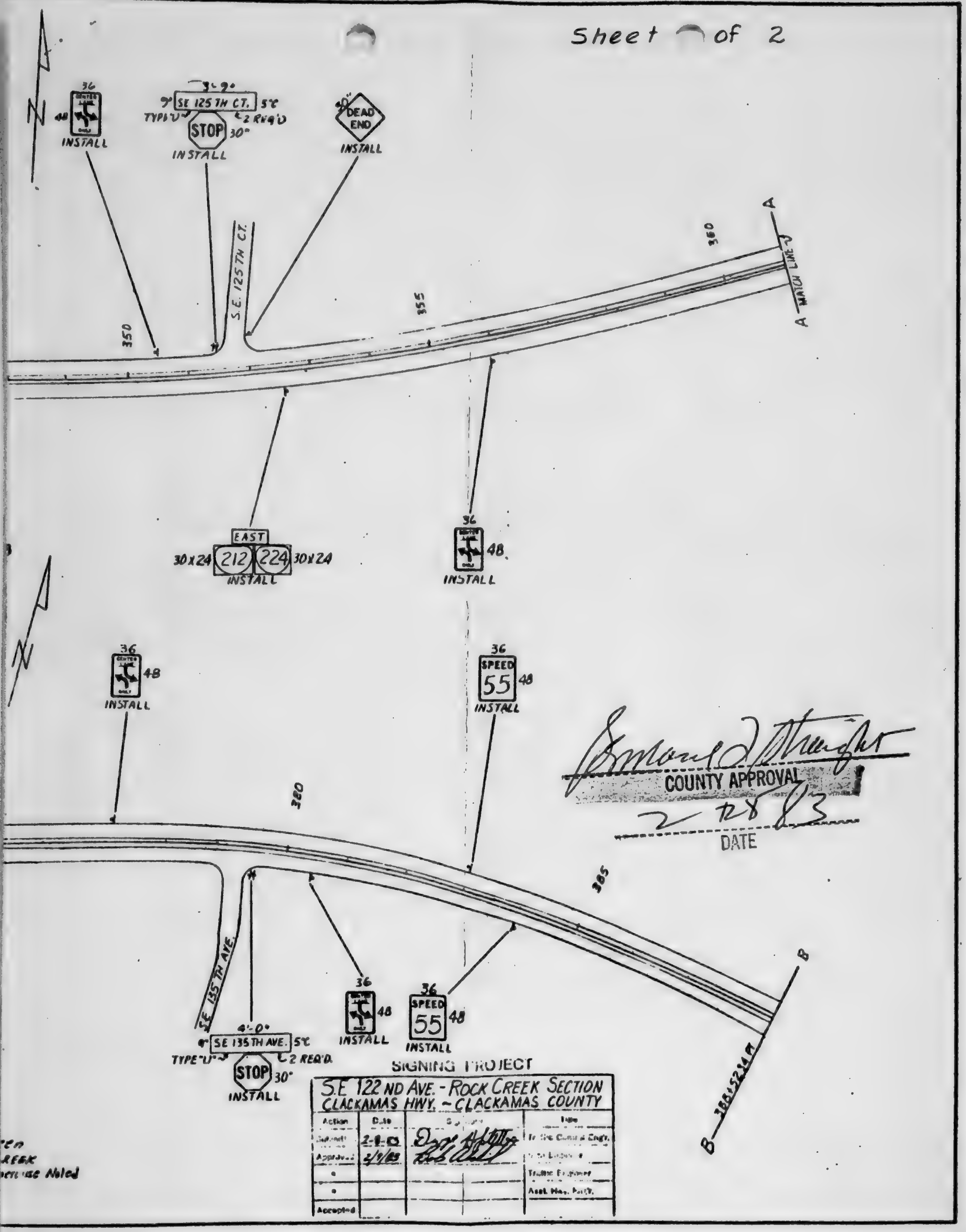
CC: ____________ ____________ ____________

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Sheet of 2


36
48
CENTER LANE ONLY
INSTALL
3'-9"
SE 125TH CT.
9"
5"C
TYPE "U"
2 REQ'D
STOP
30"
INSTALL
DEAD END
INSTALL
S.E. 125TH CT.
350
355
360
A
MATCH LINE
A
EAST
212
224
30x24
30x24
INSTALL
36
48
INSTALL
36
48
INSTALL
36
SPEED 55
48
INSTALL
380
385
SE 135TH AVE.
4'-0"
SE 135TH AVE.
4"
5"C
TYPE "U"
2 REQ'D
STOP
30"
INSTALL
36
48
INSTALL
36
SPEED 55
48
INSTALL
B
B

Emmons D. Strange
COUNTY APPROVAL
2 28 83
DATE

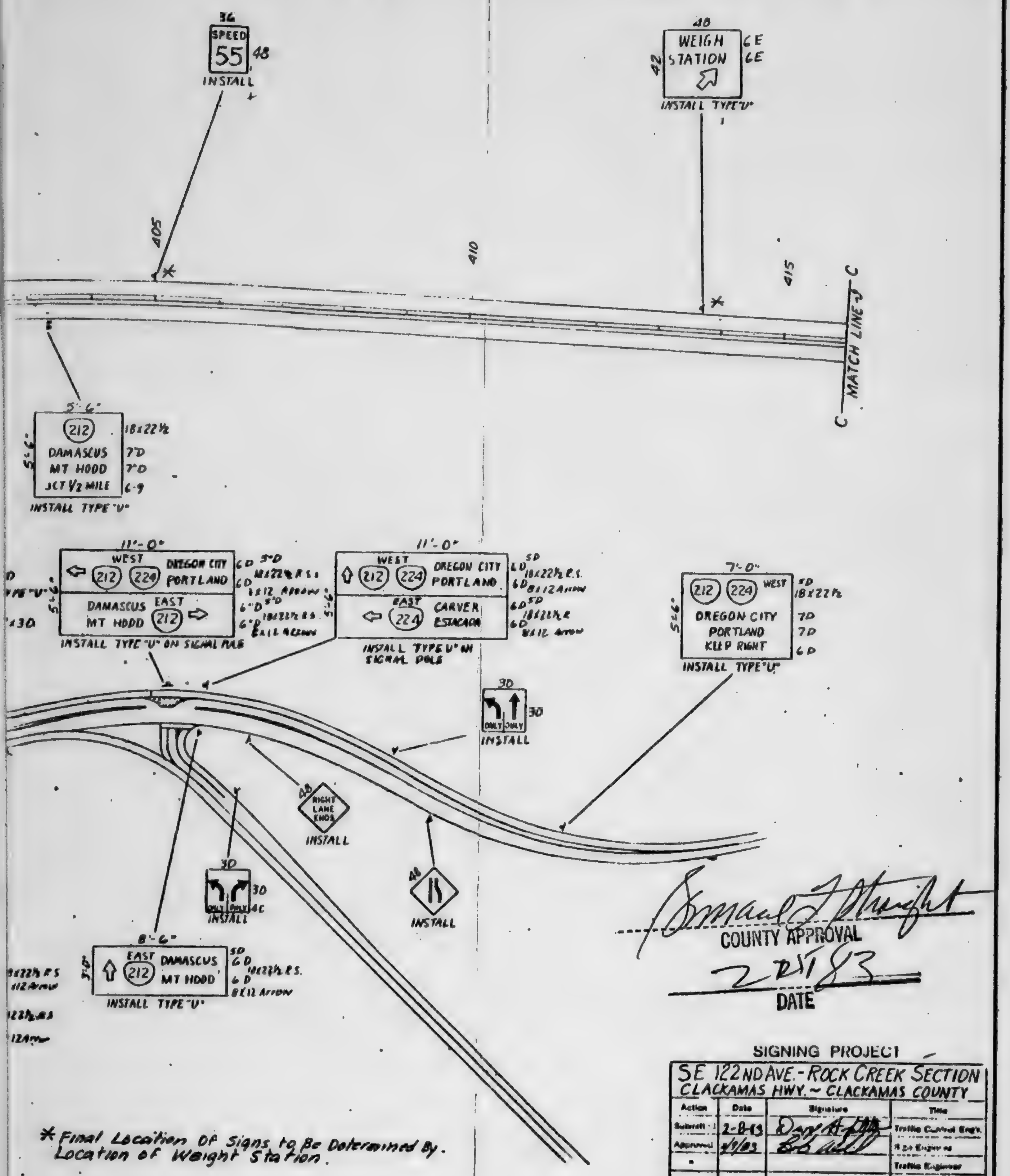
ten
REEK
herwise Noted

SIGNING PROJECT

S.E. 122 ND AVE. - ROCK CREEK SECTION
CLACKAMAS HWY. ~ CLACKAMAS COUNTY

Action	Date	Signature	Title
Submitted	2-8-83		Tr. Sig. Control Engr.
Approved	2/9/83		Tr. Sig. Engineer
•			Traffic Engineer
•			Asst. Hwy. Eng'r.
Accepted			

Sheet 2 of 2


36
SPEED
55
48
INSTALL
48
WEIGH
STATION
6E
6E
42
INSTALL TYPE "U"
405
410
415
MATCH LINE
C
C
5'-6"
212
18x22½
DAMASCUS
7D
MT HOOD
7D
JCT ½ MILE
6-9
5'-6"
INSTALL TYPE "U"
11'-0"
WEST
212
224
OREGON CITY
PORTLAND
6D
6D
5"D
18x22½ R.S.
18x12 ARROW
DAMASCUS
EAST
MT HOOD
212
6"D
5"D
18x22½ R.S.
6"D
8x12 ARROW
5'-6"
INSTALL TYPE "U" ON SIGNAL POLE
11'-0"
WEST
212
224
OREGON CITY
PORTLAND
6D
5D
18x22½ R.S.
6D
8x12 ARROW
EAST
224
CARVER
ESTACADA
6D
5D
18x22½ R
6D
8x12 ARROW
5'-6"
INSTALL TYPE "U" ON SIGNAL POLE
7'-0"
212
224
WEST
5D
18x22½
OREGON CITY
7D
PORTLAND
7D
KEEP RIGHT
6D
5'-6"
INSTALL TYPE "U"
30
ONLY
ONLY
30
INSTALL
48
RIGHT LANE ENDS
INSTALL
30
ONLY
ONLY
30
4C
INSTALL
48
INSTALL
8'-6"
EAST
212
DAMASCUS
MT HOOD
5D
6D
18x22½ R.S.
6D
8x12 Arrow
3'-0"
INSTALL TYPE "U"

*Final Location of Signs to Be Determined By. Location of Weight Station.

COUNTY APPROVAL

2 Feb 83

DATE

SIGNING PROJECT

SE 122ND AVE. - ROCK CREEK SECTION
CLACKAMAS HWY. ~ CLACKAMAS COUNTY

Action	Date	Signature	Title
Submit	2-8-83		Traffic Control Engr.
Approved	2/9/83		Reg. Engineer
•			Traffic Engineer
•			Asst. Hwy. Engr.
Accepted			

1773

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2B,2C	Typical Sections
2D,2D-2,2D-3 2D-4,2D-5,2D-6,	Stage Const., Temp Protection And Direction Of Traffic
2E, 2E-2	Details
2F	Pipe Data
2G, 2G-2	Permanent Signing
2H	Summary
3-11 Incl.	Plan & Profile
11A, 12	Plan & Profile
12A	Profile

Not Included

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

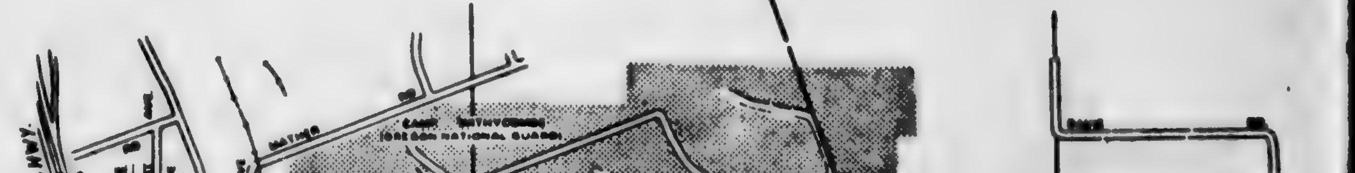
S. E. 122ND AVE. – ROC

CLACKAMAS HIGH

CLACKAMAS COUN

PRELIMINARY COPY
SUBJECT TO CHANGE

BEGINNING OF PROJECT
Sta. 330+00



HWY.
FREEWAY
EAST PORTLAND
CLACKAMAS
TOLBERT ST.
CLACKAMAS
FAP 74
ISLAND

END OF
ST

Sketch Map
Scale 0 1000 2000

ATE OF OREGON

UT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

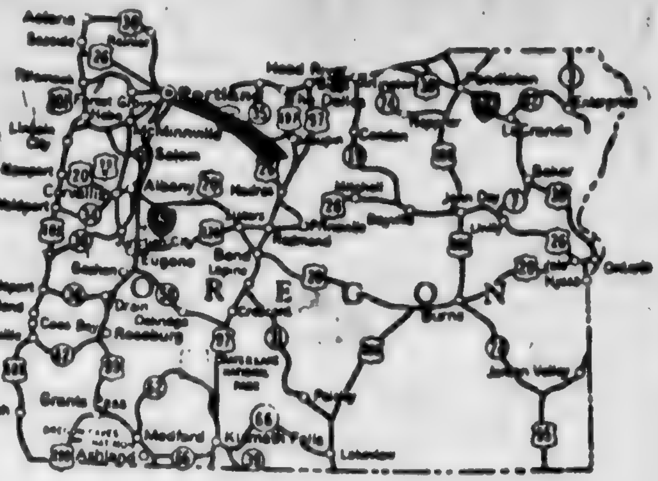
VE. – ROCK CR. JCT. SEC.

ACKAMAS HIGHWAY

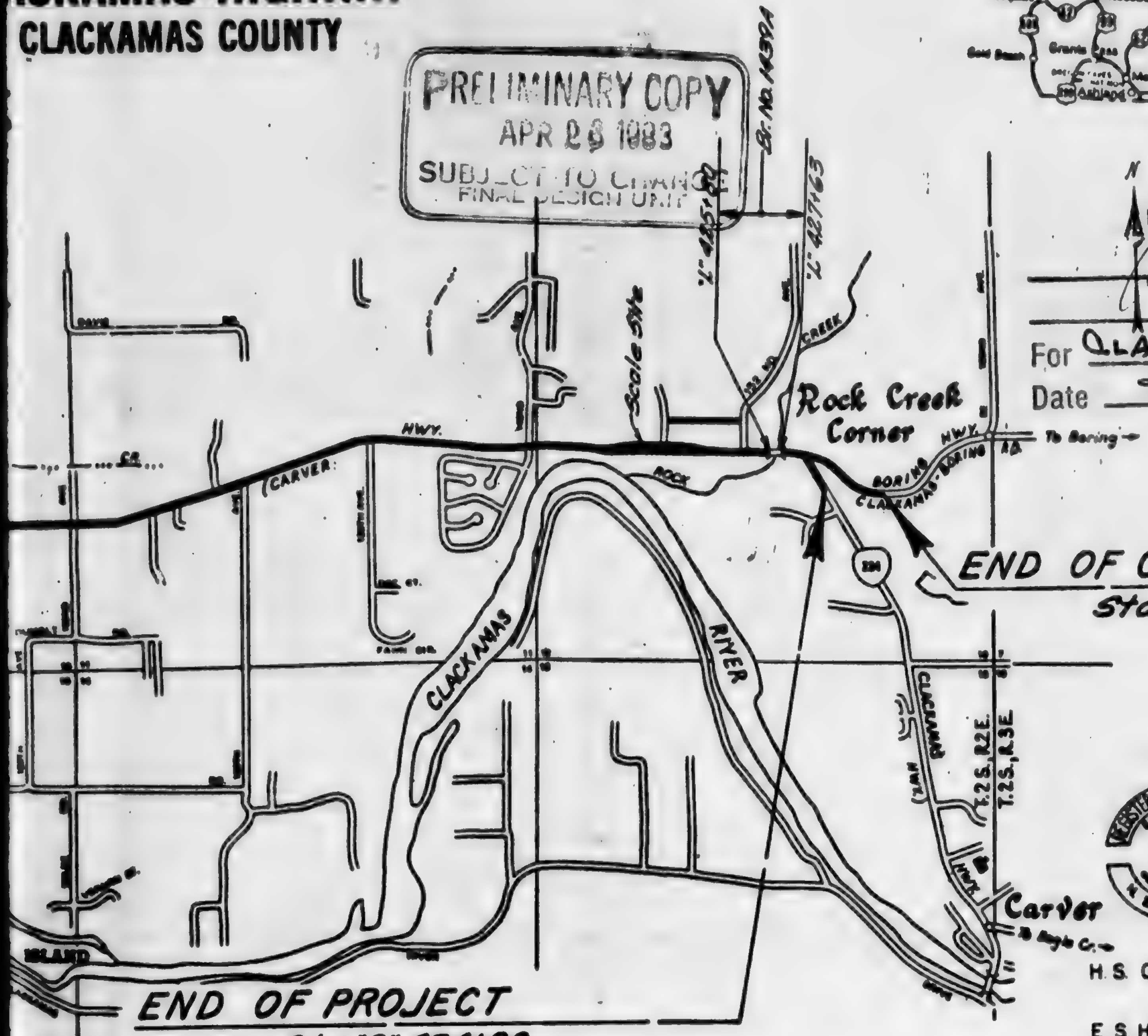
CLACKAMAS COUNTY

S.E. 122ND AVE.~ROCK CR. JCT. SEC. CLACKAMAS HIGHWAY CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X



PRELIMINARY COPY
APR 28 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT


'L' 425+92
Br. No. 1R39A
'L' 427+63
Scale Site
DAVIS
HWY.
CARVER
ROCK
CREEK
Rock Creek Corner
HWY.
BORING
CLACKAMAS-BORING RD.
To Boring
224
CLACKAMAS
RIVER
CLACKAMAS HWY.
T.2S.,R.2E.
T.2S.,R.3E.
Carver
To Eagle Cr.
ISLAND

END OF CONTRACT PROJECT
Sta. "L" 439+66.03

END OF PROJECT
Sta. "C" 434+00

Sketch Map
Scale 0 1000 2000 Feet

APPROVED AS NOTED
Bernard H. Straight
For CLACKAMAS COUNTY
Date 5/20/83

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

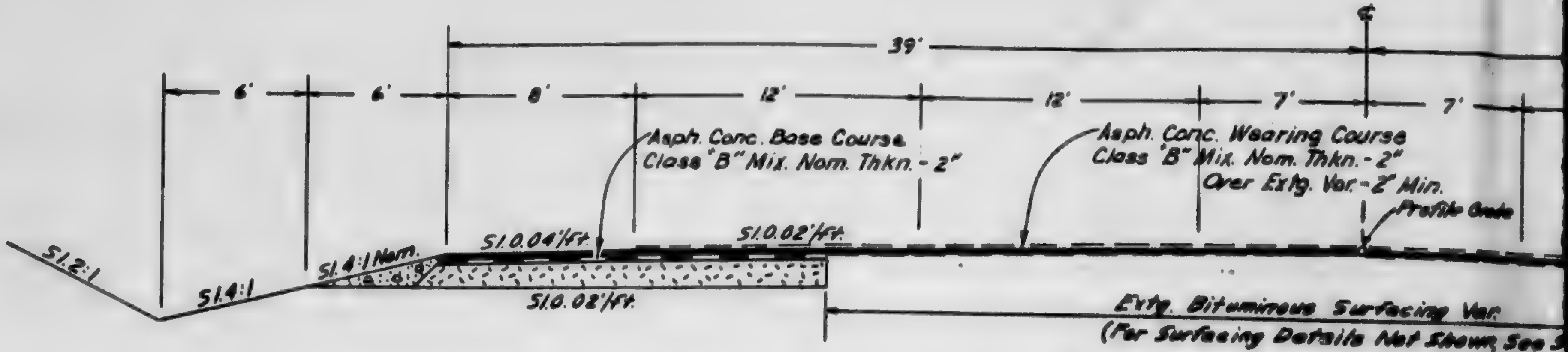
Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

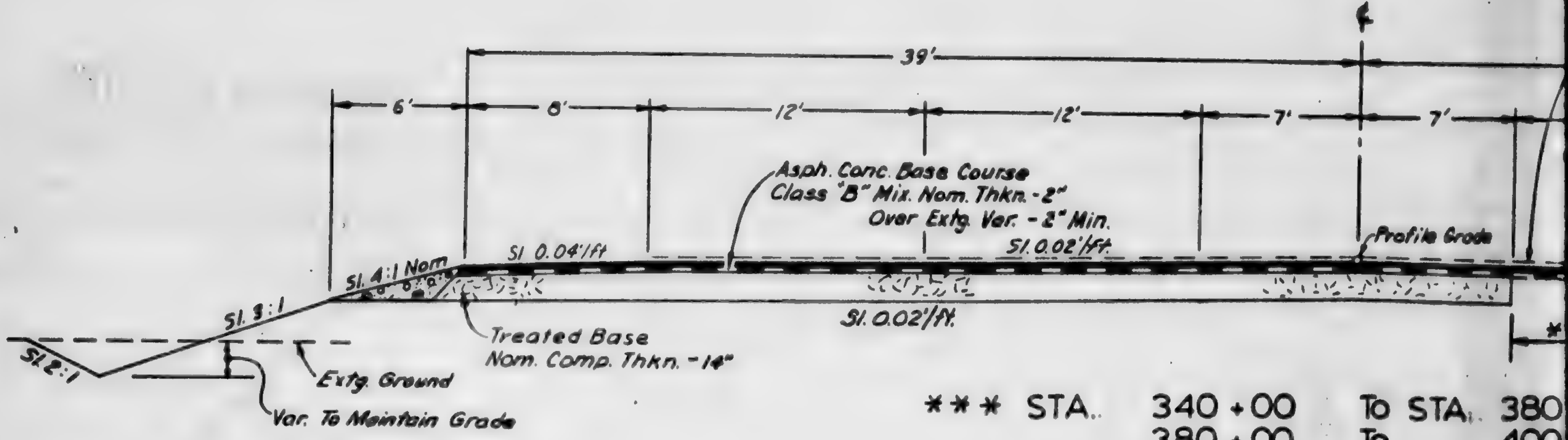
APPROVED:

FIELD OPERATIONS ENGINEER DATE

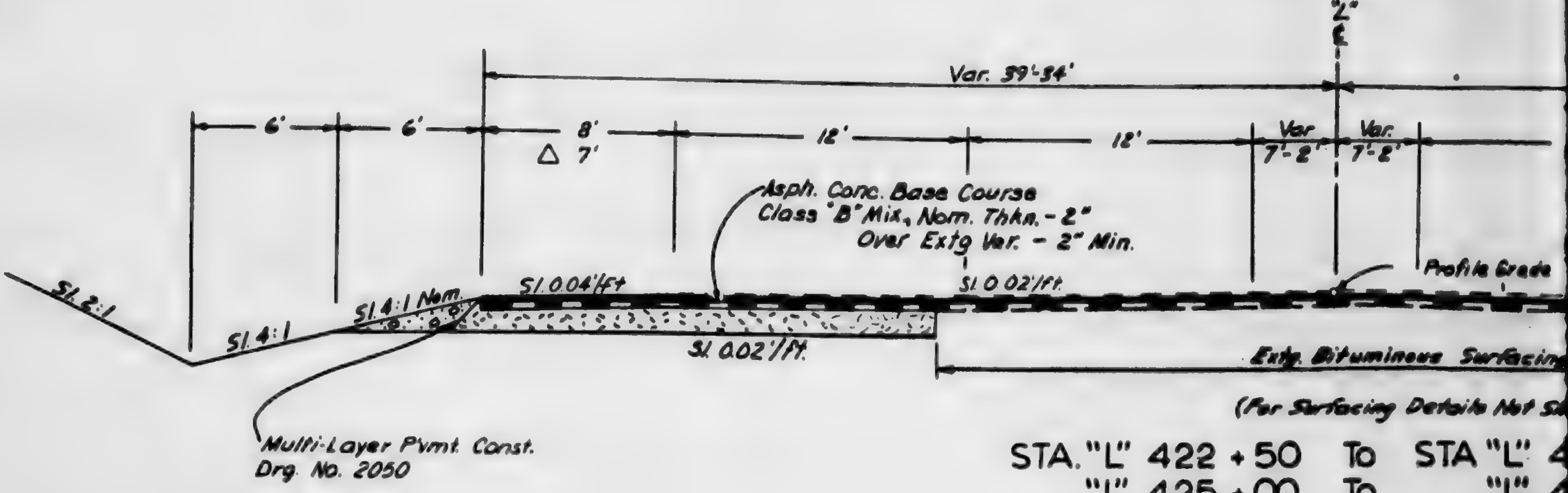
TYPICAL SE


39'
6'
6'
8'
12'
12'
7'
7'
Asph. Conc. Base Course
Class "B" Mix. Nom. Thkn. - 2"
Asph. Conc. Wearing Course
Class "B" Mix. Nom. Thkn. - 2"
Over Extg. Var. - 2" Min.
Profile Grade
Sl. 2:1
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Extg. Bituminous Surfacing Var.
(For Surfacing Details Not Shown, See S

STA. 330 + 00 To STA. 340 +


39'
6'
8'
12'
12'
7'
7'
Asph. Conc. Base Course
Class "B" Mix. Nom. Thkn. - 2"
Over Extg. Var. - 2" Min.
Profile Grade
Sl. 0.04'/ft
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 3:1
Sl. 2:1
Sl. 0.02'/ft.
Treated Base
Nom. Comp. Thkn. - 14"
Extg. Ground
Var. To Maintain Grade

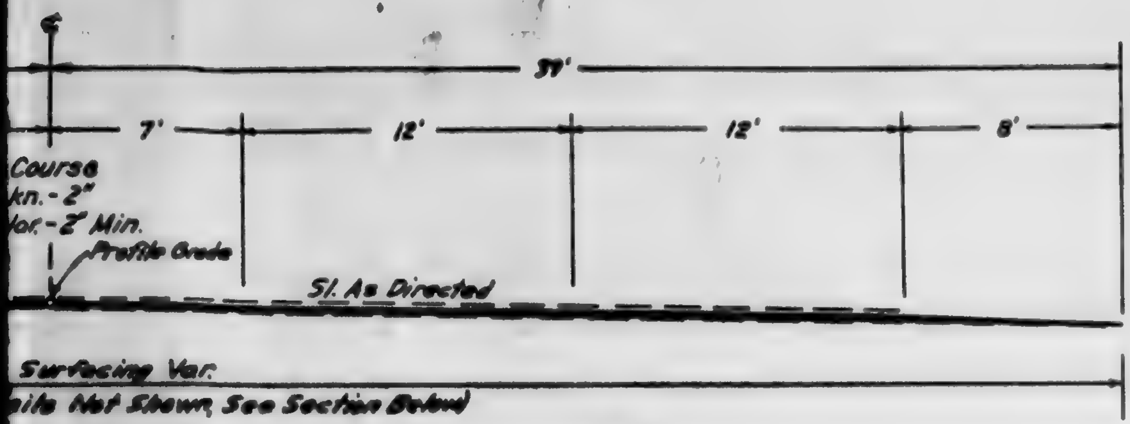
*** STA. 340 + 00 To STA. 380
380 + 00 To 400
"L" 400 + 94.98 To "L" 415
*** "L" 415 + 00.00 To "L" 422


"L"
Var. 39'-54'
6'
6'
8'
△ 7'
12'
12'
Var. 7'-2'
Var. 7'-2'
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn. - 2"
Over Extg. Var. - 2" Min.
Profile Grade
Sl. 2:1
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.04'/Ft
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Extg. Bituminous Surfacin
(For Surfacing Details Not S
Multi-Layer Pvmt. Const.
Drg. No. 2050

STA. "L" 422 + 50 To STA "L" 4
"L" 425 + 00 To "L" 4
△ "L" 425 + 80 To "L" 4
"L" 427 + 63 To "L" 4

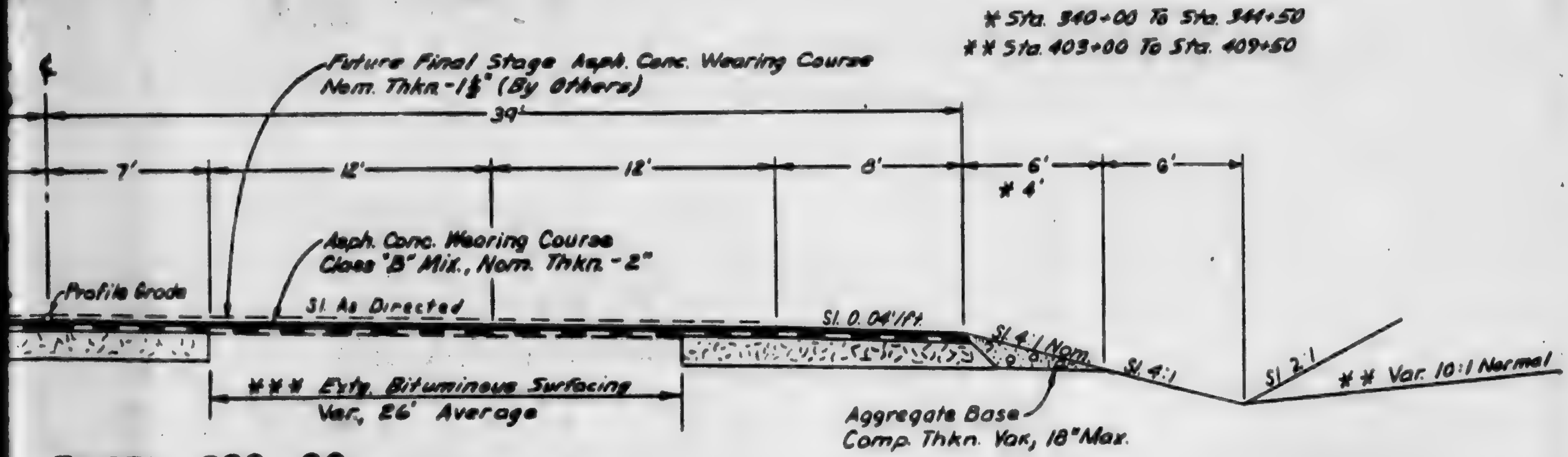
S.E. 122ND AVE.~ROCK CR. JCT. SEC. CLACKAMAS HIGHWAY CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

S E C T I O N S



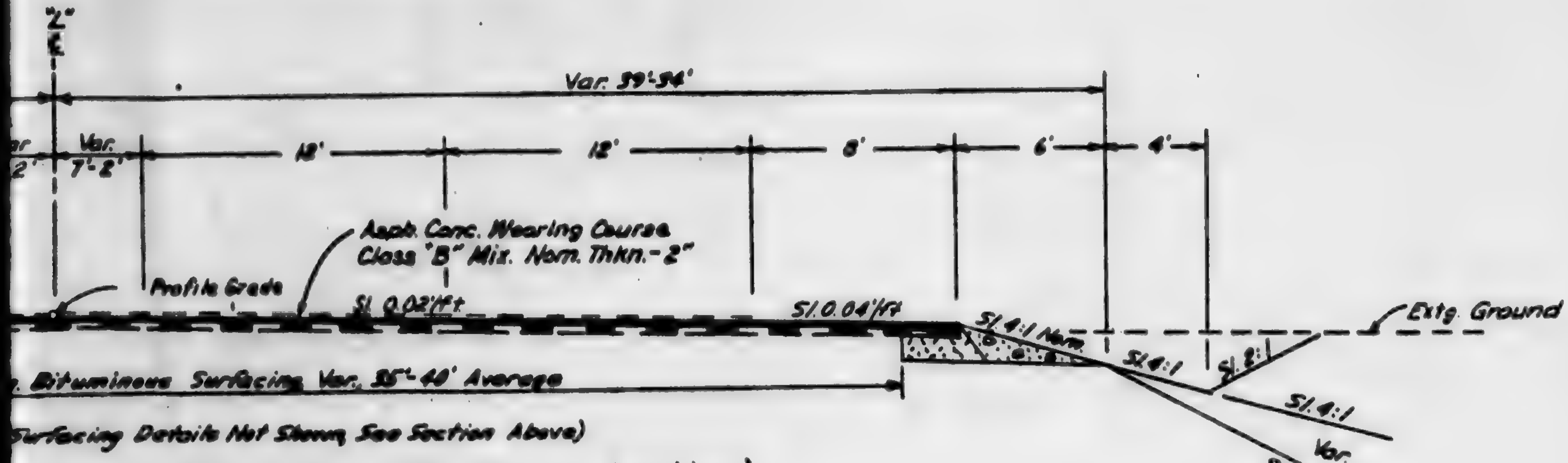
¢
39'
7'
12'
12'
8'
Course
kn. - 2"
Var. - 2" Min.
Profile Grade
Sl. As Directed
Surfacing Var.
ails Not Shown, See Section Below)

To STA. 340 + 00



* Sta. 340+00 To Sta. 344+50
** Sta. 403+00 To Sta. 409+50
¢
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
39'
7'
12'
12'
8'
6'
* 4'
6'
Asph. Conc. Wearing Course
Class "B" Mix., Nom. Thkn. - 2"
Profile Grade
Sl. As Directed
Sl. 0.04'/Ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
** Var. 10:1 Normal
*** Extg. Bituminous Surfacing
Var., 26' Average
Aggregate Base
Comp. Thkn. Var., 18" Max.

To STA. 380 + 00
To 400 + 94.98
8 To "L" 415 + 00.00
0 To "L" 422 + 50.00



"L"
¢
Var. 39'-54'
Var
2'
Var.
7'-8'
12'
12'
8'
6'
4'
Asph. Conc. Wearing Course
Class "B" Mix. Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Extg. Ground
Sl. 4:1
Var.
Sl. 2:1
. Bituminous Surfacing Var. 35'-40' Average
Surfacing Details Not Shown, See Section Above)

0 To STA "L" 425 + 00 (Taper Section)
0 To "L" 425 + 80
0 To "L" 427 + 63 (Structure)
3 To "L" 427 + 98.57

9793

103-1963

STATE OF OREGON

INTEROFFICE MEMO

TO: DONALD R. ADAMS
Final Design Engineer

DATE: November 29, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

JMcClure

SUBJECT: "FR" Line Frontage Road
122nd-Rock Creek Section
Clackamas Highway

For some time we have been discussing with Clackamas County the maintenance responsibility for the "FR" Line frontage road which now accesses the property, cut off by our scale site, from S.E. 152nd Avenue. Normally, the County will not accept maintenance of roads unless constructed to urban standards. But in this case, has now agreed to assume the maintenance responsibility with reservation concerning the intersection of the "FR" Line and 152nd Avenue.

I met with Bernie Straight to review the design in the field. Their concern relates to the intersection of the 26-foot frontage road with 152nd which is only approximately 16-foot in width and at the bottom of an uphill grade and near a curve. To mitigate the County's concern relating to the safety of the intersection, I agreed to include in the construction plans some minor widening of 152nd. Attached is a sketch (on a print of the right-of-way map) reflecting the widening of 152nd from its existing 16-foot width to a 20-foot section requiring two feet of widening on each side. The widening is to extend approximately 75 feet north with a 50-foot taper section and 100 feet south of the intersection to an existing driveway.

Please make these changes in the construction plans and advise our program section to resubmit the construction/finance agreement, with the revised exhibit map, for County approval. ✓

po

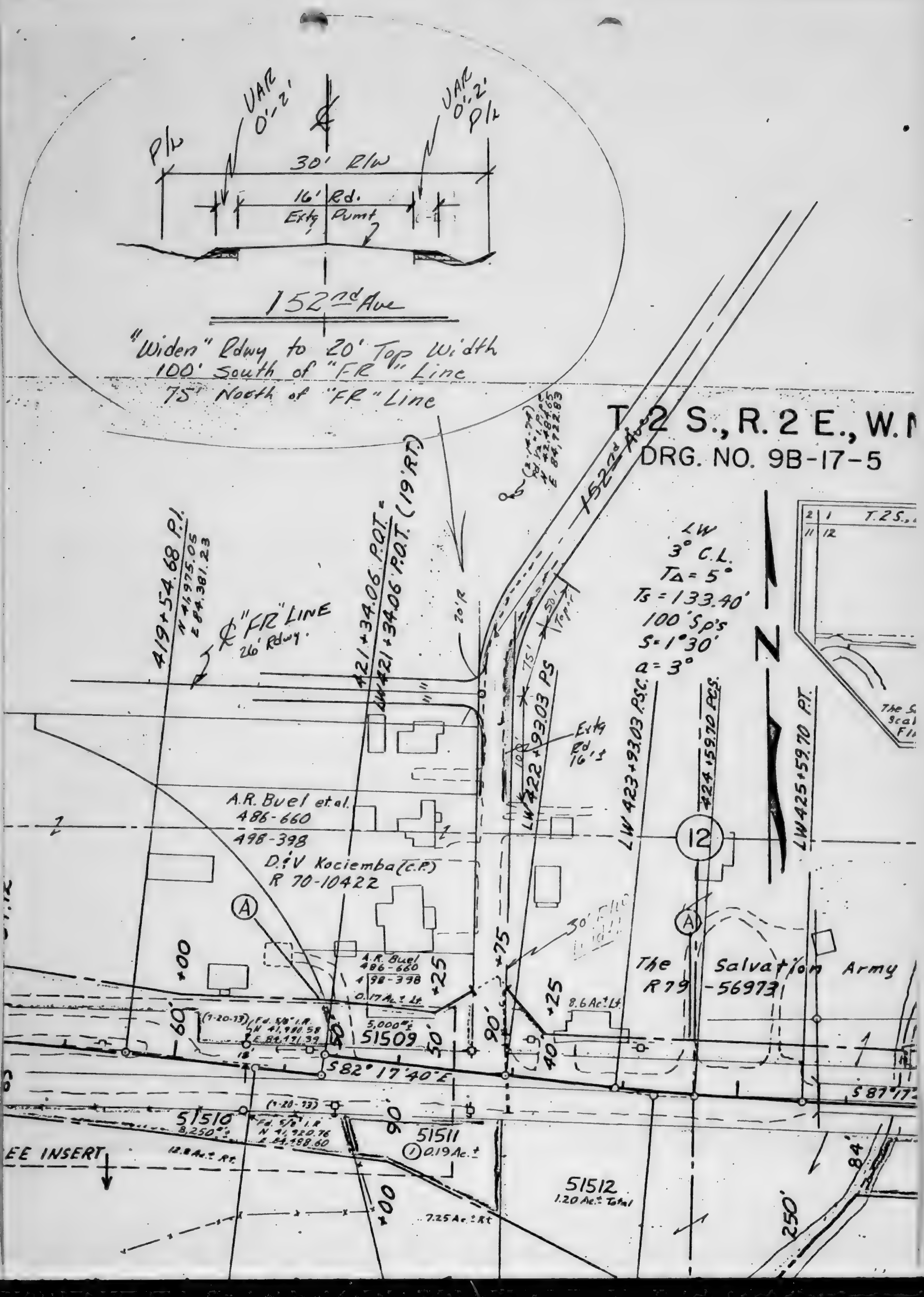
cc: E. L. Hardt
Gary Potter
Bill Cole
Jon Rose

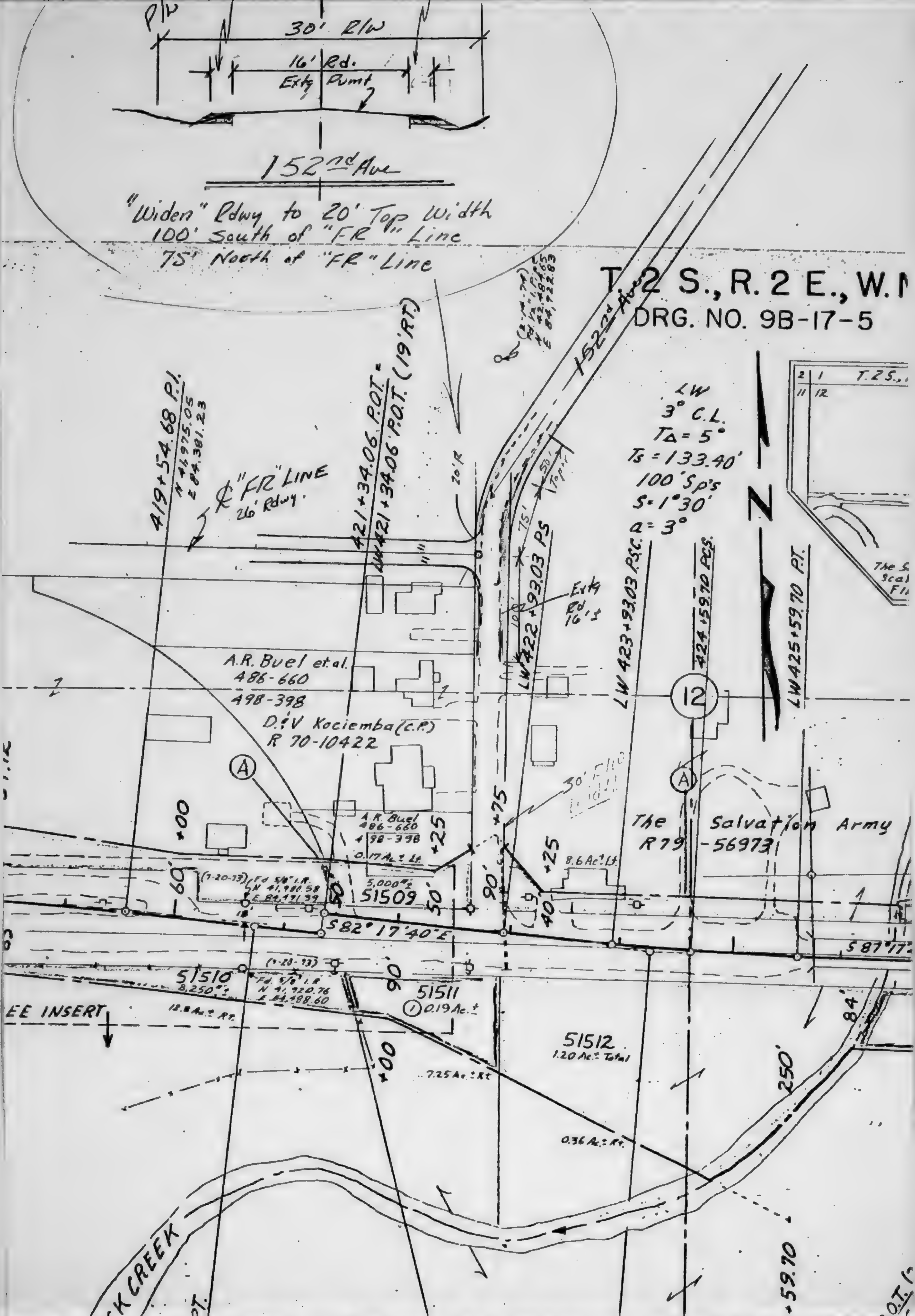
Attachment

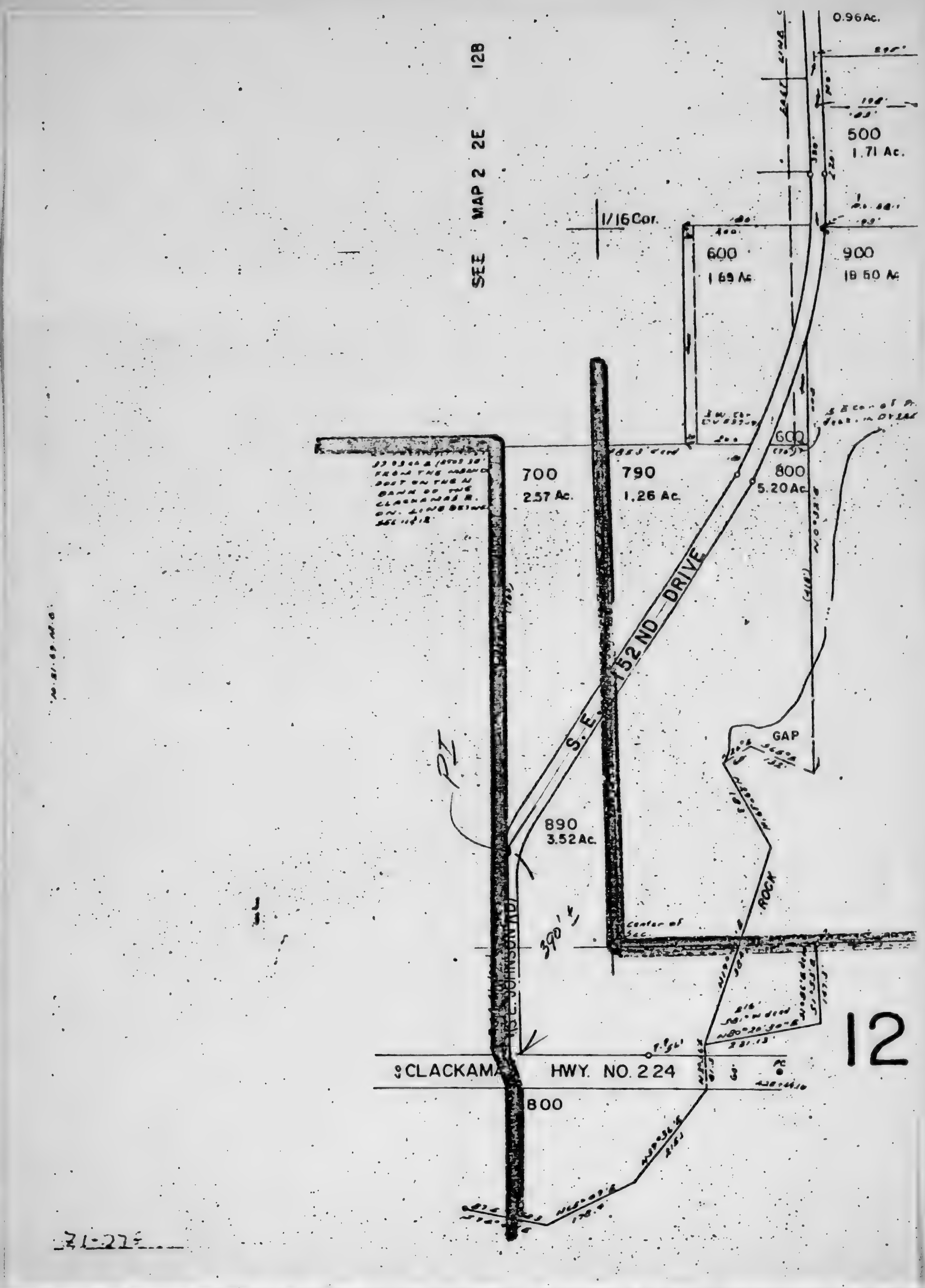
PROGRAM SECTION
G.P. PROJECT UNIT 5 ✓

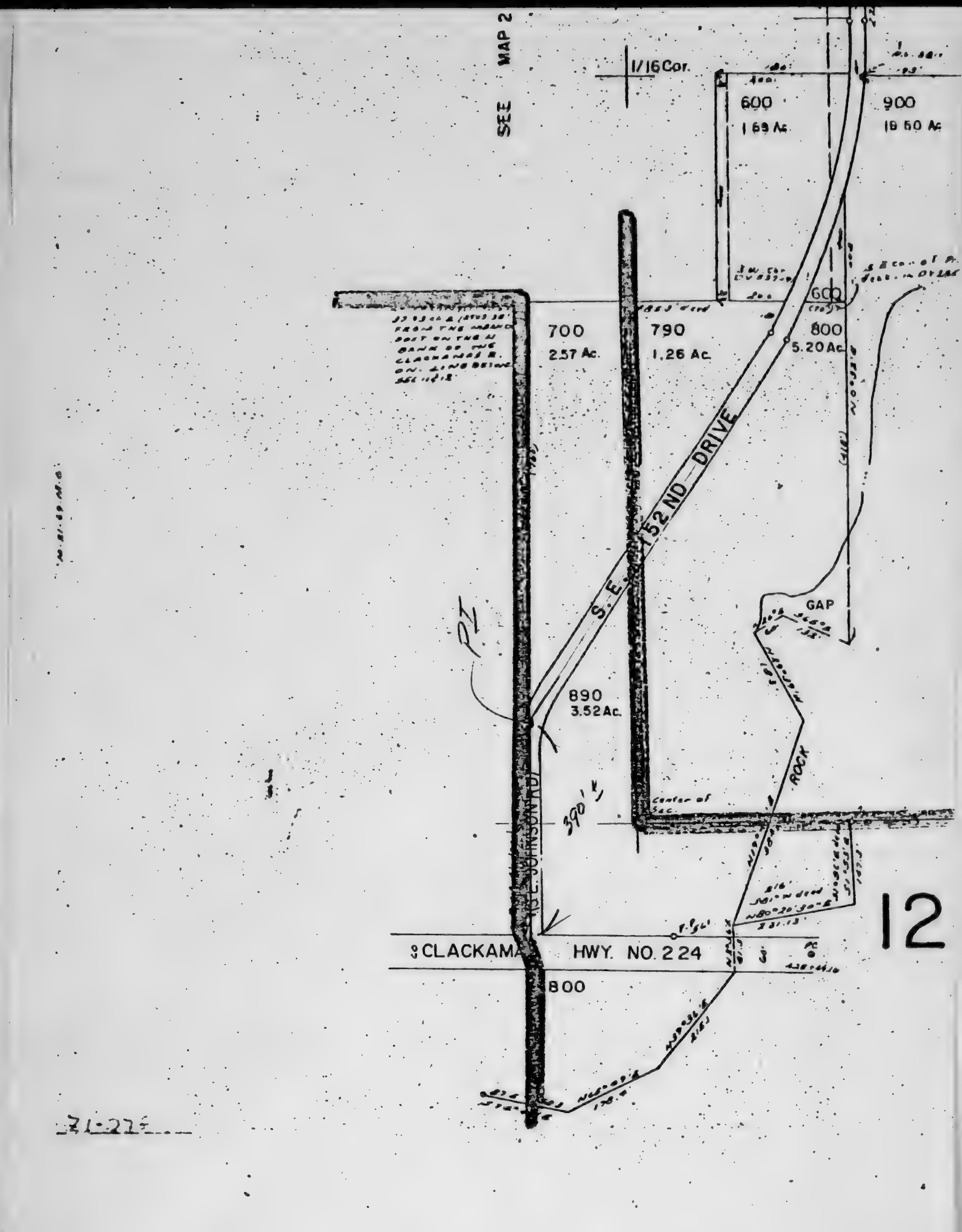
REFER TO Local Programs
FOR

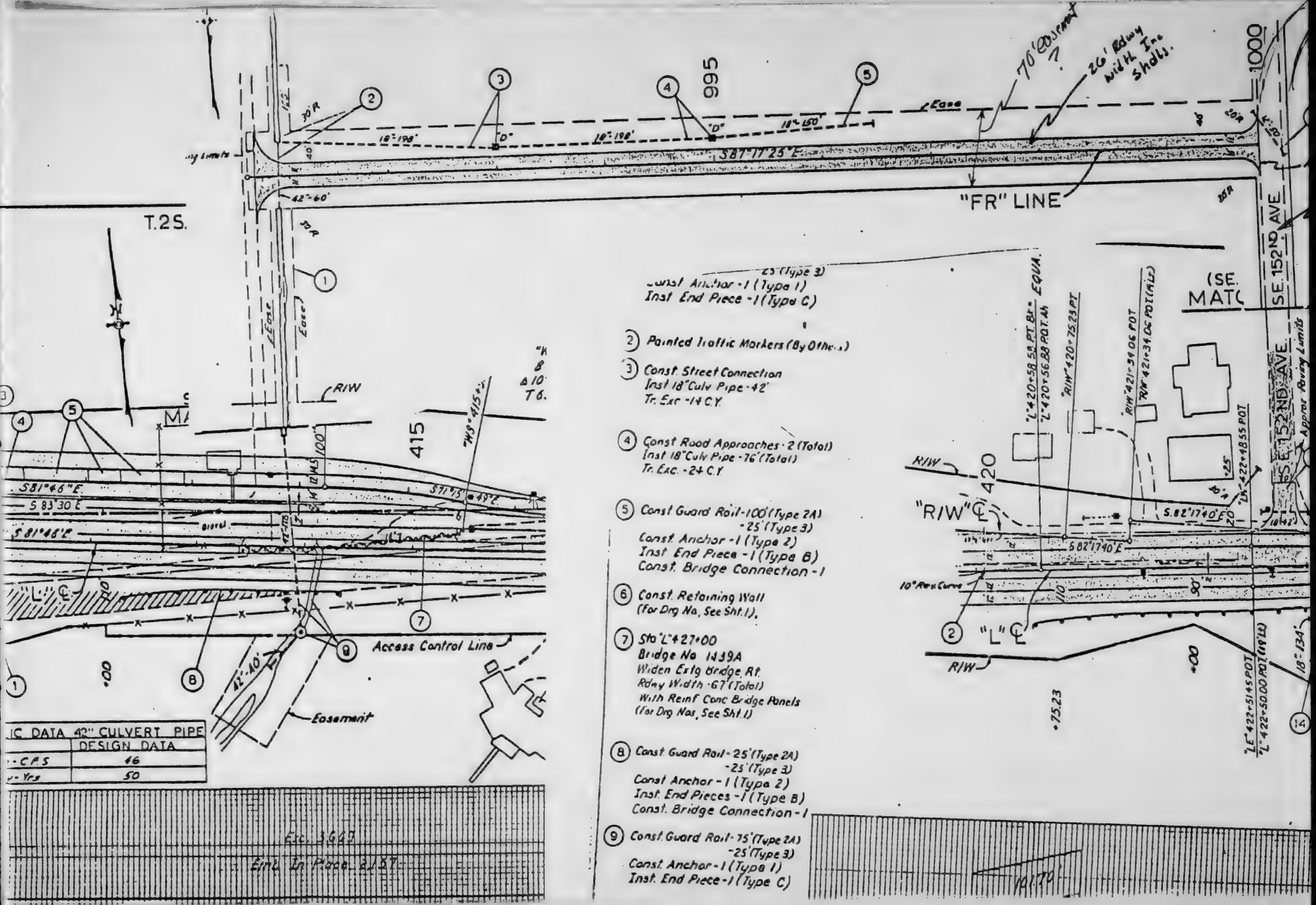
81-125-1387


P/L
VAR 0'-2'
℄
VAR 0'-2'
P/L
30' R/W
16' Rd.
Extg Pvmt
152nd Ave
"Widen" Rdwy to 20' Top Width
100' South of "FR" Line
75' North of "FR" Line
T.2 S., R.2 E., W.M
DRG. NO. 9B-17-5
152nd Ave
LW
3° C.L.
TΔ = 5°
Ts = 133.40'
100' Sp's
S = 1°30'
a = 3°
N
T.2S.
2 1
11 12
419+54.68 P.I.
N 41,975.05
E 84,381.23
℄ "FR" LINE
26' Rdwy.
421+34.06 P.O.T. =
LW 421+34.06 P.O.T. (19' RT.)
70'R
50'
75'
LW 422+93.03 PS
LW 423+93.03 P.S.C.
424+59.70 P.C.S.
LW 425+59.70 P.T.
Extg Rd 16'±
A.R. Buel et.al.
486-660
498-398
D. & V Kociemba (C.P.)
R 70-10422
12
A
A
+00
+25
+75
+25
A.R. Buel
486-660
498-398
0.17 Ac.± Lt.
5,000 ±
51509
(1-20-73) Fd. 5/8" I.R.
N 41,920.58
E 84,491.39
60'
50'
50'
90'
40'
8.6 Ac.± Lt.
The Salvation Army
R 79-56973
S 82° 17' 40" E
S 87° 17'
51510
8,250 ±
(1-20-73)
Fd. 5/8" I.R.
N 41,920.76
E 84,498.60
12.8 Ac.± Rt.
SEE INSERT
90'
51511
① 0.19 Ac.±
+00
51512
1.20 Ac.± Total
7.25 Ac.± Rt.
84'
250'


P/L
30' R/W
16' Rd.
Extg Pvmt
152nd Ave
"Widen" Rdwy to 20' Top Width
100' South of "FR" Line
75' North of "FR" Line
T. 2 S., R. 2 E., W.M.
DRG. NO. 9B-17-5
152nd Ave
N 42,484.65
E 84,722.83
419+54.68 P.I.
N 41,975.05
E 84,381.23
421+34.06 P.O.T.=
LW421+34.06 P.O.T. (19' RT.)
℄ "FR" LINE
26' Rdwy.
20' R
75'
50'
LW
3° C.L.
TΔ = 5°
Ts = 133.40'
100' Sp's
S = 1°30'
a = 3°
N
T.2S.
2 1
11 12
LW 422+93.03 PS
Extg Rd. 16'±
LW 423+93.03 P.S.C.
424+59.70 P.C.S.
LW 425+59.70 P.T.
A.R. Buel et.al.
486-660
498-398
D.&V. Kociemba (C.P.)
R 70-10422
12
A
A
30' Fillet
The Salvation Army
R79-56973
+00
+25
+75
+25
A.R. Buel
486-660
498-398
0.17 Ac.± Lt.
5,000□'±
51509
60'
50'
50'
90'
40'
8.6 Ac.± Lt.
(1-20-73) Fd. 5/8" I.R.
N 41,980.58
E 84,191.39
18'
S 82°17'40" E
S 87°17'
(1-20-73)
Fd. 5/8" I.R.
N 41,920.76
E 84,498.60
51510
8,250□'±
12.8 Ac.± Rt.
SEE INSERT
90'
51511
① 0.19 Ac.±
+00
7.25 Ac.± Rt.
51512
1.20 Ac.± Total
0.36 Ac.± Rt.
250'
84'
CK CREEK
+59.70
P.O.T.


0.96Ac.
500
1.71 Ac.
1/16 Cor.
600
1.69 Ac.
900
19.50 Ac.
SEE MAP 2 2E 12B
600
700
2.57 Ac.
790
1.26 Ac.
800
5.20 Ac.
S. E. 152 ND — DRIVE
PI
890
3.52 Ac.
GAP
ROCK
Center of Sec.
S.E. JOHNSON RD.
390'
CLACKAMAS HWY. NO. 224
800
12
21-22E


SEE MAP 2
1/16 Cor.
600
1.69 Ac.
900
19.50 Ac.
700
2.57 Ac.
790
1.26 Ac.
600
800
5.20 Ac.
S.E. 152ND DRIVE
GAP
PI
890
3.52 Ac.
ROCK
Center of Sec.
390'±
S.E. JOHNSON RD.
CLACKAMA HWY. NO. 224
800
12
21-22
2
1
12-6C


T.2S.
1000
995
415
420
70' ⊕ ?
26' Rdwy width Inc. Shdls.
"FR" LINE
S87°17'25"E
18"-198'
18"-198'
18"-150'
"D"
"D"
42"-60'
30'R
30'R
30'R
40'
℄ Ease
Ease
℄ Ease
R/W
R/W
R/W
"R/W" ℄
"L" ℄
"L" ℄
S81°46"E
S83°30'E
S81°46'E
S71°15'
"W8" 415+
Δ10°
T6.
Access Control Line
Easement
42"-40'
100'
10° Rev. Curve
"L" 420+58.59 PT. Br. = EQUA.
"L" 420+56.88 POT. Ah
"R/W" 420+75.23 PT
"R/W" 421+34.06 POT
"R/W" 421+34.06 POT (R/Ls)
"LN" 422+48.55 POT
"LE" 422+51.45 POT
"L" 422+50.00 POT (11/LL)
S.82°17'40"E
S82°17'40"E
+00
+00
+75.23
18"-134'
SE 152ND AVE
SE. 152ND AVE.
(SE. MATC
Approx Paving Limits
10/170
1
2
2
3
4
5
5
7
8
9
14

Const. Anchor - 1 (Type 1)
Inst End Piece - 1 (Type C)

② Painted Traffic Markers (By Others)

③ Const. Street Connection
Inst 18" Culv Pipe - 42'
Tr. Exc - 14 C.Y.

④ Const Road Approaches - 2 (Total)
Inst 18" Culv Pipe - 76' (Total)
Tr. Exc. - 24 C.Y.

⑤ Const. Guard Rail - 100' (Type 2A)
- 25' (Type 3)
Const. Anchor - 1 (Type 2)
Inst End Piece - 1 (Type B)
Const. Bridge Connection - 1

⑥ Const. Retaining Wall
(For Drg No, See Sht. 1).

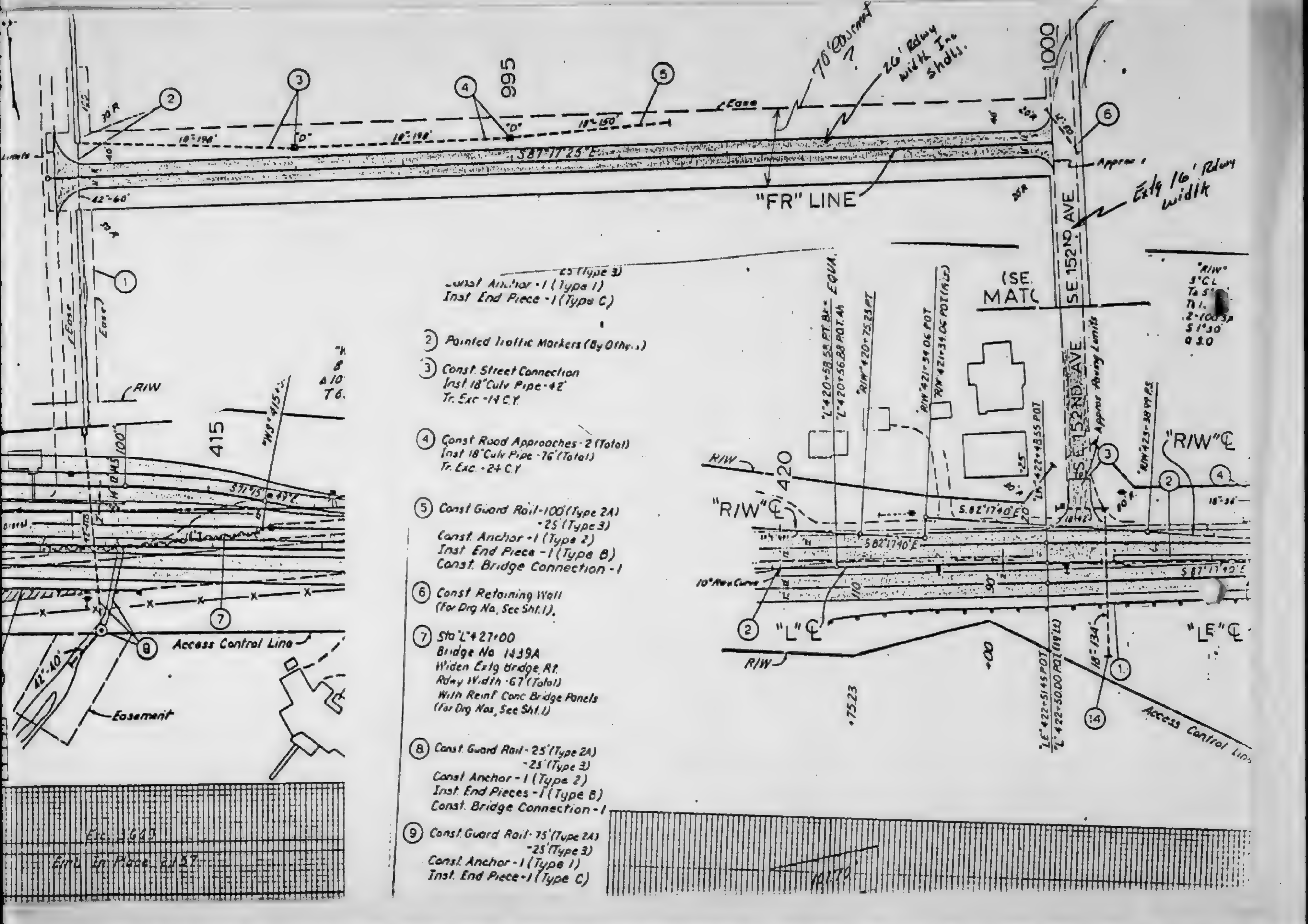
⑦ Sta "L" 427+00
Bridge No 1439A
Widen Extg Bridge, Rt.
Rdwy Width - 67' (Total)
With Reinf Conc Bridge Panels
(For Drg Nos, See Sht. 1)

⑧ Const. Guard Rail - 25' (Type 2A)
- 25' (Type 3)
Const Anchor - 1 (Type 2)
Inst. End Pieces - 1 (Type B)
Const. Bridge Connection - 1

⑨ Const. Guard Rail - 75' (Type 2A)
- 25' (Type 3)
Const. Anchor - 1 (Type 1)
Inst. End Piece - 1 (Type C)

IC DATA 42" CULVERT PIPE	
	DESIGN DATA
- C.F.S	46
- Yrs	50

Exc. 3643
Emb. In Place 2157


"FR" LINE
S87°17'25"E
995
1000
£ Ease
Ease
18"-190'
18"-190'
18"-150'
42"-60'
30 R
"D"
"D"
70' Easement ?
26' Rdwy width Inc Shdls.
Extg 16' Rdwy width
SE 152ND AVE
(SE. MATC
Approx Paving Limits
Approx
R/W
415
"WS" 415+
420
"R/W" ℄
"L" ℄
"LE" ℄
"R/W" ℄
S.82°17'40"E
S 82°17'40"E
S 87°17'40"E
"L" 420+58.58 PT. Bk = EQUA.
"L" 420+56.88 POT. Ah
"R/W" 420+75.23 PT
"R/W" 421+54.06 POT
"R/W" 421+34.06 POT (R/L)
"LN" 422+48.55 POT
"R/W" 423+38.99 P.S
"LE" 422+51.45 POT
"L" 422+50.00 POT (19'Lt)
18"-134'
18"-38'
10" Rev Curve
+75.23
+00
"R/W"
3°CL
To 5°
2-100 Sp
S 1°30'
0 3.0
Access Control Line
Access Control Line
Easement
42"-40'
Exc. 3667
Emb. In Place 2157

25' (Type 3)
Const Anchor - 1 (Type 1)
Inst End Piece - 1 (Type C)

② Painted Traffic Markers (By Others)

③ Const. Street Connection
Inst. 18" Culv Pipe - 42'
Tr. Exc - 14 C.Y.

④ Const Road Approaches - 2 (Total)
Inst 18" Culv Pipe - 76' (Total)
Tr. Exc. - 24 C.Y.

⑤ Const. Guard Rail - 100' (Type 2A)
- 25' (Type 3)
Const. Anchor - 1 (Type 2)
Inst. End Piece - 1 (Type B)
Const. Bridge Connection - 1

⑥ Const. Retaining Wall
(For Drg No, See Sht. 1).

⑦ Sta "L" 427+00
Bridge No 1439A
Widen Extg Bridge, Rt.
Rdwy Width - 67' (Total)
With Reinf Conc Bridge Panels
(For Drg Nos, See Sht. 1)

⑧ Const. Guard Rail - 25' (Type 2A)
- 25' (Type 3)
Const. Anchor - 1 (Type 2)
Inst. End Pieces - 1 (Type B)
Const. Bridge Connection - 1

⑨ Const. Guard Rail - 75' (Type 2A)
- 25' (Type 3)
Const. Anchor - 1 (Type 1)
Inst. End Piece - 1 (Type C)

1173

103-1963

STATE OF OREGON

INTEROFFICE MEMO

TO: DONALD R. ADAMS
Final Design Engineer

DATE: December 28, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: 122nd Ave.-Rock Creek Section
Clackamas Highway (Hwy. 212)

Attached is a copy of a letter from Ken Rolfe concerning a change in access for R/W file No. 51401. This change should be reflected on the current construction plans.

Also, it was pointed out by Clackamas County that the construction plans they received recently as an exhibit to an agreement did not include the access changes in the vicinity of S.E. 135th Avenue. The County is proposing a new road on the north side of the highway opposite 135th Avenue, which should be reflected on the construction plans along with the new access locations into the Tom Ray, Inc., property. Attached is a copy of my previous correspondence on this change which may have been overlooked by your staff.

po

cc: Gary Zehner

Attachment

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
1983
W.A.I. ASSIST. ________ PROGRAM UNIT ________
REFER TO ____________________
FOR ____________________

81-125-1387

163-1963

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Supervisor
Region I, R/W Unit

DATE: December 22, 1983

FROM: Dora Folsom
Realty Specialist

SE 122nd Ave-Rock Creek
Clackamas Highway
Clackamas County

SUBJECT: File 51401

Attached is an Indenture of Access form which should be signed before a notary public by Mr. and Mrs. Allen.

This Indenture of Access is needed to make the record agree with where the approach will be constructed.

By this document, they are relinquishing the reserved rights of access at Engr. Sta. 385+10 and State grants rights of access at Engr. Sta. 384+11.

Please do not date the document prior to returning it to this office for obtaining the signature of the Right of Way Manager.

After the Indenture of Access has been fully executed, the original Indenture of Access will be recorded and a photocopy forwarded to the owners for their permanent records.

If, for some reason, there is a delay in the return of this document, please advise this office of the circumstances.

DF:aes

Enc.

cc: Ed Hardt
Marion Craft
Jim Dixon

103-1963

STATE OF OREGON INTEROFFICE MEMO

TO: FILE

DATE: October 10, 1983

JMcClure

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: Additional Access
Tom Ray, Inc.
122nd-Rock Creek Junction
Clackamas Hwy. (Hwy. 212)

The following is the summary of information relating to granting Tom Ray, Inc., two access points along Highway 212. Allowing two accesses to a single parcel of land has been contrary to our normal access policy which was jointly agreed upon with Clackamas County. But due to the circumstances and size of this parcel, the two access points are granted.

Originally, Tom Ray owned two parcels of land adjacent to Highway 212; one parcel with approximately 300-foot frontage and a second parcel to the east with 65-foot frontage. In the original right-of-way acquisition in 1982, a legal access was granted for each parcel of land. Subsequent to our acquiring land, Tom Ray sold off the easterly 60 feet of his easterly parcel of land to Clackamas County for the purpose of constructing a new road connecting between Highway 212 and Sunnyside Road. The $33,000 did not include the purchase of access rights to Highway 212. This was confirmed through my discussions with both Winston Kurth and Ken Rolfe. Winston Kurth advised that Tom Ray has settled out of court and agreed to the $33,000 settlement, not realizing that the land purchased by the County also eliminated one of his access points to the highway. Since it does not appear that the County's purchase price included access rights to the highway, we have granted two access locations to his remaining parcel of land. The new access points shown on the attached map should be at Sta. 376+85, and Sta. 378+30.

po

cc: E. L. Hardt
Marion Craft
Maury Payne
Ken Rolfe
Winston Kurth
Donald Adams

Attachment

81-125-1387

T.2S., R.2E., W.M.

① Const. Road Approach
See Sht 6, Note 5

② Reconstruct San Manhole
See Sht 6, Note 2

③ Const. Road Approaches -5 (Total)
Inst. 18" Culv. Pipe -226' (Total)
Tr. Exc -74 C.Y.

④ Reconstruct San Manhole

⑤ Const. Street Connection
Inst. 18" Culv. Pipe -54'
Tr. Exc -18 C.Y.

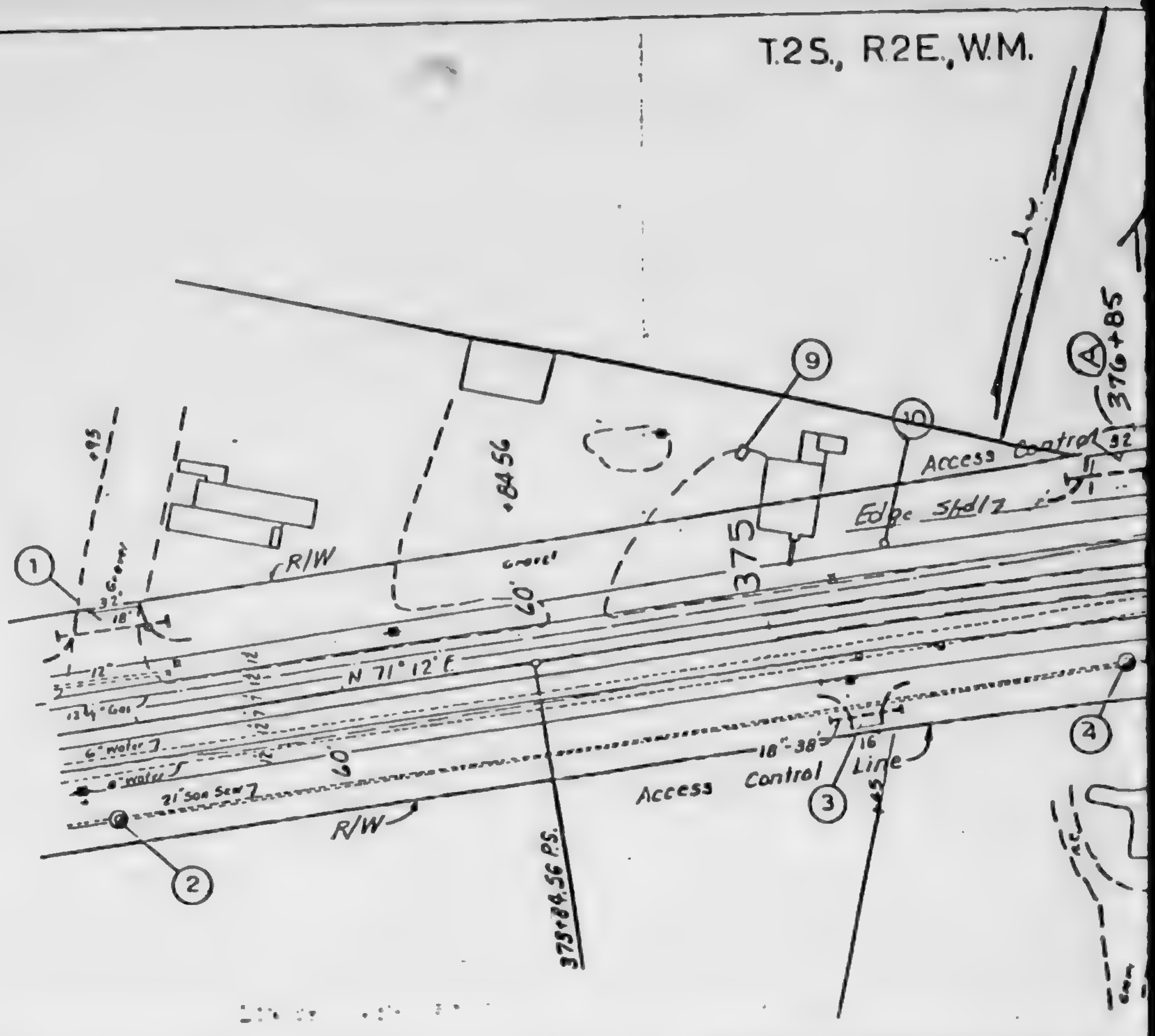
⑥ Adjust San Manhole

⑦ Sta 380+20 To Sta 384+80, Rt.
Const. Type I Block Sound Wall -3,680 Sq. Ft.
(For Details, See Sht. 28)
For Drg. No., See Sht. 1

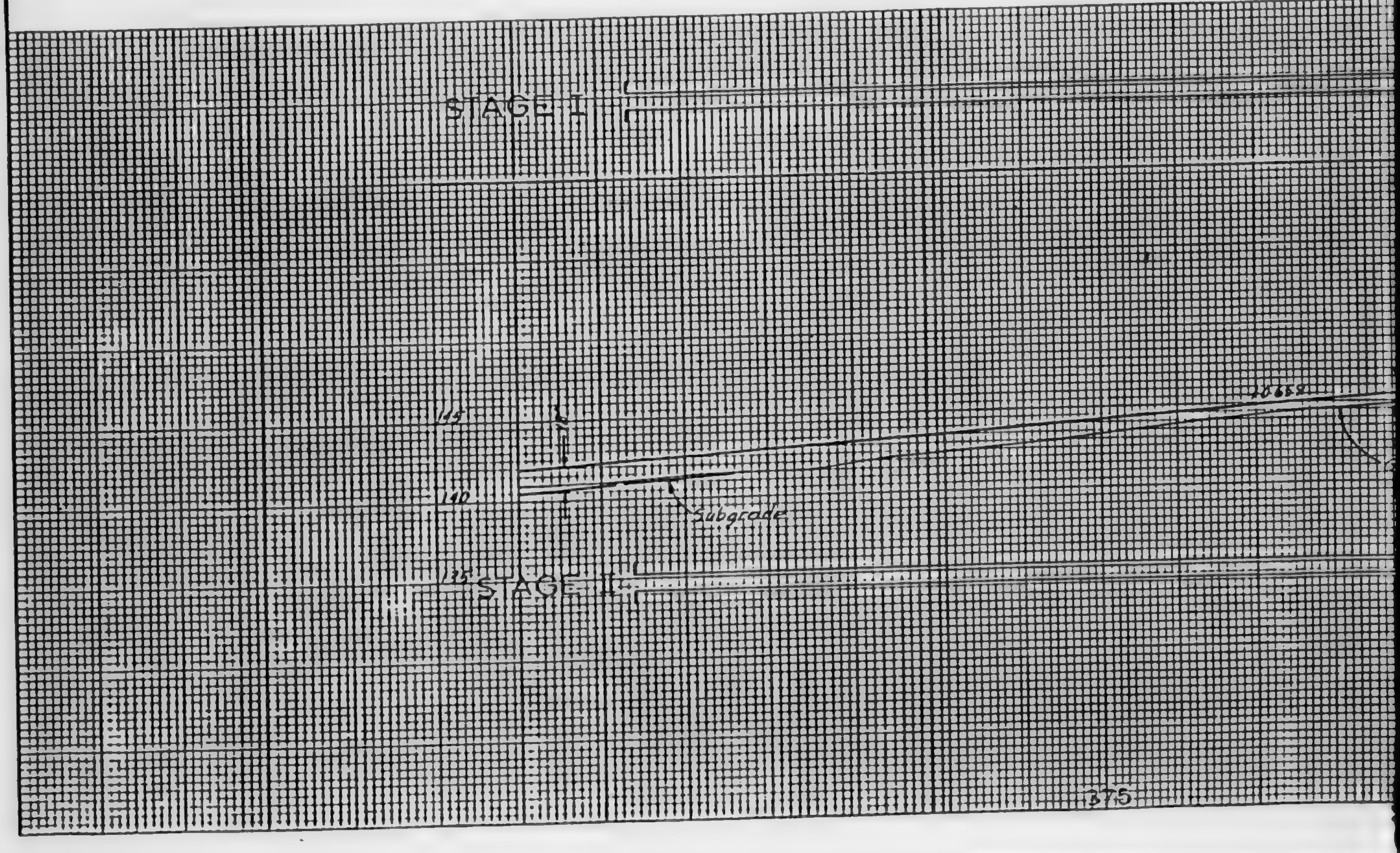
⑧ Sta 381+25 To Sta 384+95, Rt.
Const. Sound Berm
Earthwork Incl. In Main Rdwy. Distr.
(For Details, See Sht. 28)

⑨ Abandon & Fill Extg. Ceptic Tank

⑩ Remove Extg. Gasoline Storage Tank



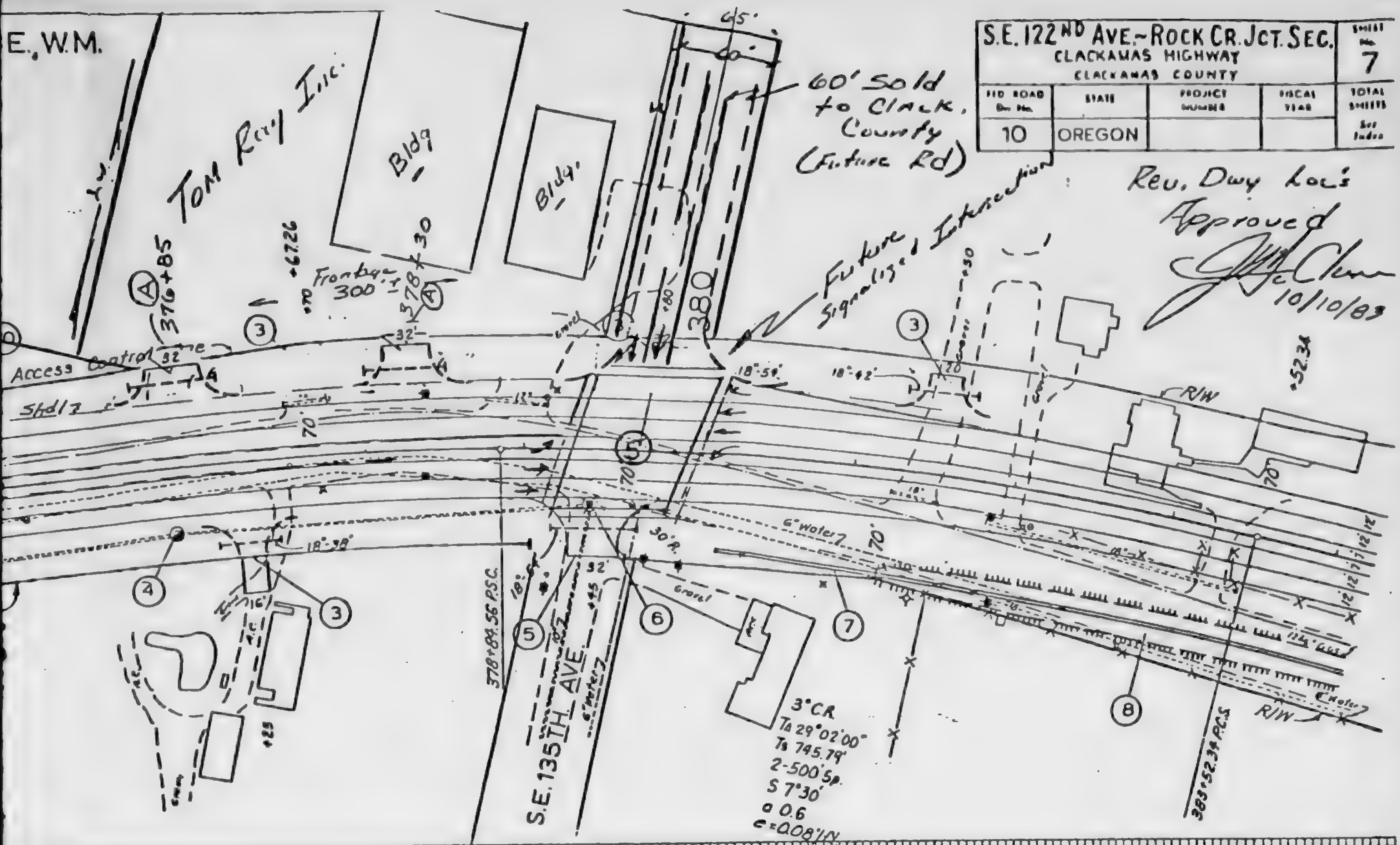
①
②
③
④
⑨
⑩
Ⓐ
376+85
Access Control
Edge Shdlr
375
+84.56
Gravel
60'
32'
18'
12'
R/W
N 71°12' E
12" Gas
6" Water
21" San Sew
60'
18"-38'
16
Access Control Line
379+84.56 P.S.

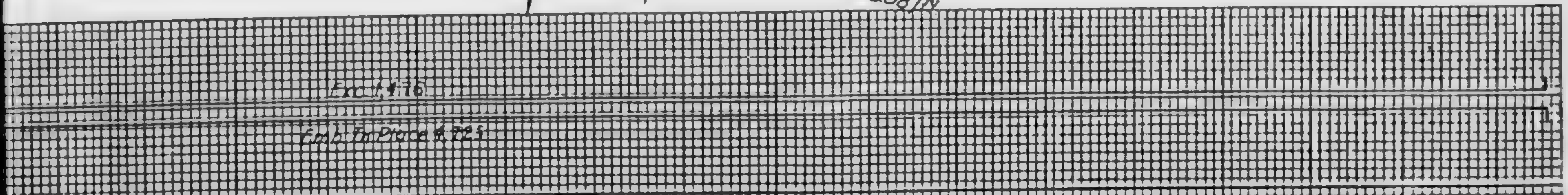


STAGE I
145
140
Subgrade
135
STAGE II
375

S.E. 122ND AVE.~ROCK CR. JCT. SEC. CLACKAMAS HIGHWAY CLACKAMAS COUNTY				SHEET No. 7
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Rev. Dwy Loc's
Approved
10/10/83


E. W.M.
Tom Roy Inc.
Bldg
Bldg
60' Sold to Clack. County (Future Rd)
65'
60'
Future Signalized Intersection
380
Frontage 300'
376+85
378+30
+67.26
Access Control
Shdl
32'
70
18°38'
18°59'
18°42'
16'
(A)
(3)
(4)
(5)
(6)
(7)
(8)
30'R.
6" Water
R/W
+52.34
12
378+84.56 P.S.C.
383+52.34 P.C.S.
S.E. 135TH AVE.
Gravel
3° CR
Ts 29°02'00"
Ts 745.79'
2-500' Sp.
S 7°30'
a 0.6
e=0.08'/N


Exc. 1476
Emb. In Place 1725
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
150.00
150
Exc. 959
Emb. In Place 238
Emb. In Place 220 (Sound Berm)
380

1723

Section S.E. 122nd Ave - Rock Creek Programming Estimate $ 3,800,000

Highway Clackama[illegible] Pr[illegible]t Length 2.08

County Clackamas Completion Time All paving by Sept 15, 1985 All work prior to Oct 31, 85.

Kind of Work Grade, Pave, Struct., Sign, Sig, Landscape Est. Comp. Date

Prefix 103-1963 Letting Date April 26, 84 Project No. IX-74(9)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 2,870,945.75
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	6,000	
Temporary Pavement Striping	4,000	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished Software	500	$ 32,725.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 1000 hrs.)	800	
State Responsibility for Damages	1500	
Signal Controller Testing	1,925	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Fence reconstruction	5,000	
Adjust Utilities: PGE	12,000	
Subtotal		$ 2,903,670.75
Contingencies (4-1/2%)		130,665.18
Engineering ([✓ 8], ~~9~~, ~~10~~%)		232,293.68
Subtotal		$ 3,266,629.59
Credit for		
Estimated Net Authorization, Construction		$ 3,266,629.59

APPROVED cc: Wayne Schulte info

Road Design Engineer

Rec'd 3-30-84
ok
State Match
E

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section SE. 122nd Ave. ~ Rock Cr. Jct.		County Clackamas	Sheet 1 of 8
Kind of Work Grading, Paving, Structures, Signing, Signals, Landscaping & Building	Length 2.08	Date 1-30-84	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All		180,000
	Temporary Protection and Direction of Traffic		All	All	–	8,000 -
	Temporary Signs		Sq. Ft.	723 ~~649~~	6 -	4,338
	Temporary Barricades		Each	52 ~~50~~	80 -	4,160
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	250	6 -	1,500
	Temporary Guard Rail, Type I-A Refectorized		Lin. Ft.	413	17 -	7021
	Temporary Traffic Signal Installation		All	All	–	5000
	Temporary Plastic Safety Markers		Each	70	60 -	4,200
	Flagmen		Hour	2500	13	32,500
	Roadwork					
	Clearing and Grubbing		All	All	-	12,000
	Removal of Structures and Obstructions		All	All	-	5,000
	Well Abandonm		All	All	-	2,000
	Ditch Excavation		Cu. Yd.	584	10	5840
	Embankment in Place		Cu. Yd.	63,941	3^{65}	233,384^{65}
	Trench Excavation		Cu. Yd.	1436	10	14,360
	Finishing Roadbed and Slopes		All	All	-	8,000

RECEIVED
COST ANALYSIS
AR 21 1984
☐ CE ☐ CES ☐ CAS ☐ CT

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section SE 122nd Ave ~ Rock Cr. Jct.	County Clackamas		Sheet 2 of 8
Kind of Work Grading, Paving, structures, Signing, Signals & Landscaping	Length	Date 1-30-84	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Enriching and Placing Topsoil		Cu. yd.	1,642	8^{00}	13,136 ✓
	Watering		M-Gal	200	10	2,000 ✓
	1"-0 Aggregate Base		Ton	7,500	6	45,000 ✓
	Treated Base Mixture		Ton	60,150	9	541,350 ✓
	cement in Treated Base Mixture		Ton	3,300	70	231,000 ✓
	Class "C" Asphalt Concrete Mixture		Ton	21,700	15^{25}	330,925 ✓
	Asphalt Cement in Mixture		Ton	1,300	164	213,200 ✓
	Hydrated Lime in Mixture		Ton	220	245	53,900 ✓
	Asphalt in Tack Coat		Ton	23	180	4,140 ✓
	Concrete in Box Culverts		Cu. yd.	161	325	52,325 ✓
	Reinforcement in Box Culverts		lb.	29,769	0^{50}	$14,884^{50}$
	12-inch Culvert Pipe		Lin. Ft.	320	12	3,840
	18-inch Culvert Pipe		Lin. Ft.	1,790	15	26,850
	30-inch Culvert Pipe		Lin. Ft.	80	30	2400
	42-inch Culvert Pipe		Lin. Ft.	278	42	11,676
	48-inch Culvert Pipe		Lin. Ft.	20	50	1000
	18-inch storm Sewer Pipe		Lin. Ft.	546	24	13,104
	Extra for Pipe Under-Pavement		Lin. Ft.	80	10	800
	Concrete Manholes		Each	1	3,000	3000
	Concrete Inlets, Type G		Each	1	500	500
	Concrete Inlets, Type G-1		Each	1	500	500

734-1736 (8-81)

SUMMARY BID SCHEDULE

OREGON STATE HIGHWAY DIVISION

Section SE 122nd Ave. — Rock Cr Jct.	County Clackamas	Sheet 3 of 8	
Kind of Work Grading, Paving, Structures, Signing, Signals & Landscaping	Length 2.08	Date 1-30-84	Name Borstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Type D		Each	3	500	1,500.
	Guard Rail, Type 2A		Lin. Ft.	2,675	10	26750
	Guard Rail, Type 3		Lin. Ft.	100	28	2800
	Guard Rail Anchors, Type 1		Each	9	275	2475
	Guard Rail Anchors, Type 1 modified		Each	5	300	1500
	Extra for Guard Rail Bridge Connections		Each	2	325	650
	Rail End Pieces, Type B		Each	5	65	325
	Rail End Pieces, Type C		Each	9	85	765
	T.					
	Concrete Islands		Cu. yd.	60	100	6000
	Extra for Asphalt Approaches		Each	61	100	6100
	Paved Culvert End Slopes		Sq. Ft.	78	10	780
	Drainage Curbs		Lin. Ft.	30	4	120
	Loose Riprap Class 700		Cu. Yd.	500	15	7500
	Concrete in Channel Repair		Cu. Yd.	70	70	4900
	Delineators, Type 2		Each	40	16	640
	Delineators, Type 3		Each	40	20	800
	Delineators, Type 4		Each	15	15	225
	Adjusting Manholes		Each	1	175	175
	Reconstructing Concrete Manholes		Each	10	1000	10,000
	Single Mailbox Supports		Each	20	100	2,000
	Truck Scale Pit and Approach Slabs		Each	1	20,000	20,000
	Protective Concrete Barriers		All	All	—	4000
	Concrete Ditch Lining		Sq. Yd.	30	50	1500

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION 122nd Ave.-Rock Cr. Jct. Sec.			COUNTY Clack		SHEET 4	OF 8
KIND OF WORK		KEY NUMBER	LENGTH 2.08	DATE 3/28/84	NAME Bergstedt	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mono-Directional Crystal Type I Markers		Each	537	4.00	2,148.00
	Bi-Directional Yellow Type I Markers		Each	546	4.00	2,184.00
	White Type II Markers		Each	2,015	2.00	4,030.00

734-1736 (REV. 2-84)

SUMMARY—BID-SCHEDULE—COST ES[illegible]

OREGON STATE HIGHWAY DIVISION

Section SE 122nd Ave - Rock Creek	County Clackamas		Sheet 5 of 8
Kind of Work Grade, Pve, Struct, Sign, Signal & Landscape	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURES Bridge No. 14393					
	Bridge Removal Work		All	All	—	15,480-
	Shoring, Cribbing, Etc.		All	All	—	15,000 ~~15,000-~~
	Structure Excavation		Cu Yds	800	11-	8,800-
	Structure Excavation Below Elevations Shown		Cu Yds	80	11-	880-
	Special Wall Backfill		Cu Yds	600	15 ~~10-~~	9,000 ~~6,000-~~
	585 c.y @ 210 Structural Concrete, Class 3300		All	All	—	122,850-
	213 c.y. @ 220 Structural Concrete, Class 4500		All	All	—	46,860-
	55'/60' Type III Prestressed Beams		Each	7	4,200	29,400-
	60'/65' Type III Prestressed Beams		Each	3	4,550	13,650-
	70'/75' Type III Prestressed Beams		Each	3	5,250	15,750-
	75'/80' Type III Prestressed Beams		Each	2	5,600	11,200-
	80'/85' Type III Prestressed Beams		Each	2	5,950	11,900-
	121,000# @ .40 Reinforcement		All	All	—	48,400-
	31,000# @ .55 Coated Reinforcement		All	All	—	17,050-
	Reinforced Concrete Bridge End Panels		Sq Yd	335	57^{00}	19,095-
	Type G Concrete Rail		Lin Ft	384	40^{00}	15,360
	2-inch Electrical Conduit		Lin Ft	250	6^{00}	1500
	Membrane Waterproofing		Sq. Yd	1410	7^{50}	10,575-
	Concrete Barrier		Lin Ft	82	22	1,804

734-1736 (8-81)

[illegible]

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION SE 122nd Ave. — Rock Cr. Jct
COUNTY Clackamas
SHEET 5 OF 8
KIND OF WORK Grading, Paving, Structures, Signals, Landscaping & Building
KEY NUMBER
LENGTH 2.08
DATE 3/15/84
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Bridge No. 16698					
	Alternate "A"					
	Wall Excavation		Cu. Yd.	245 ~~90~~	16	3920
	8-inch Concrete Block Walls		Sq. Ft.	4810 ~~5,900~~	7^{50}	36,075
	" Block Wall Footings		Sq. Ft.	1610 ~~1738~~	7	11,270
	Alternate "B"					
	Wall Excavation		Cu. Yd.	80 ~~72~~	16	1280
	Precast Concrete Panels		Sq. Ft.	4350 ~~4,320~~	9	39,150
	Precast Concrete Pilasters		Lin. Ft.	455 ~~450~~	14	6370
	Pilaster Footings		Lin. Ft.	125 ~~123~~	16	2000

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section S.E. 122nd Ave. ~ Rock Cr. Jct.	County Clackamas		Sheet ~~6~~7 of 8
Kind of Work Grading, Paving, Structures, Signing, Signals & Landscaping	Length	Date 1-30-81	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
	Removal of Existing Signs		All	All	—	4,000—
	Wood Sign Posts		All	All	—	5,200—
	Signal Pole Mounts		All	All	—	690—
	Type "C" and "D" Signs in Place		Sq. Ft.	201	12—	2,412—
	Type "EE" Signs in Place		Sq. Ft	66	14—	2,412—
	Type "U" Signs in Place		Sq. Ft	492	18—	8,856
	Neon "OPEN" Signs in Place		Each	1	1,500	1,500
	Illumination					
	~~[illegible]~~ Roadway and Scale Site Lighting, Complete		All	All	—	8,700 ~~7,500~~
	Weigh Station Traffic Control Signals, Complete		All	All	—	1,200
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	—	67,600
	Fire Pre-emption System, Complete		All	All		3,000

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: SE 122nd Av. ~ Rock Cr. Jct

County: Clackamas

Sheet 8 of 8

Kind of Work: Grading, Paving, Structures, Signing, Signals & Landscaping

Length:

Date: 1-31-84

Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Landscaping					
	Roadside Seeding and Mulching		Acres	9 ✓	700 –	6,300 –
	Furnishing and Planting shrubs		Each	973 ✓	7^{50}	7,297^{50}
	Furnishing and Planting Vines		Each	14,914	0^{65}	9,694^{10}
	Soil Conditioner		Cu. Yd.	487 ✓	12^{00}	5,844^{00}
	Bark Mulch		unit	66 ✓	120^{00}	7,920^{00}
	Buildings					
	Scale House Building, Complete		All	All	–	15,000
						2,879,015^{75}
	Total Amount of Bid:					
	Alternate "A" (Items thru incl. and (thru incl.)					
	Alternate "B" (Items thru incl. and (thru incl.)					

734-1736 (8-81)

9793

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

CON 5
9793

TO: H. H. Patterson
Construction Office Engineer

DATE: March 28, 1986

FROM: Bruce M Walton
B. M. Walton
Contract Payments Coordinator

IX- 74(9)

SUBJECT: Request Contract Acceptance

Contract 9793, Work Completed 3-20-86

Project S.E. 122nd Ave.-Rock Creek Jct.

Highway Clackamas

County Clackamas

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 10-16-87

Construction Office Manager

BMW:ll

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell
~~Jack Sullivan~~ Bill Quinn
George Strawn
Don Wackerbarth
~~Bob Oakes~~ Mike Augden
~~E. L. Hardt~~ Richard Kuehn

CPC/FM1

PROGRAM SECTION
MANAGER ____ [illegible] UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT16
REFER TO____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

6

81-125-1367

9793

(ORIGINAL)

State Only

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-8-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER-PERIOD
FROM 04-04-84
TO 11-21-88

FEDERAL AID PROJECT NO.
IX-74(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
78 17 $3,539,339.48	$3,391,370.39	85%	$2,882,664.83	$2,882,664.83	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
May 8, 1989

SIGNATURE OF AUTHORIZED OFFICIAL
Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

	ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
		S.E. 122nd Ave. - Rock Creek Jct. Section Clackamas Highway Clackamas County					
		Participating Project Cost Type Code Y060					
FO	# 1	Utility Adjustment (PGE)		All Required		$ 4,992.40	
		TOTAL TYPE Y060 Code Cost				$ 4,992.40	
		Type Code I000 Roadway (Sta. "L" 330 + 00 thru EQ Sta. "L" 420 - 58 BK. - "L") 420 + 56.88 Ah. to Sta. "L" 439 + 66.03					
		Final Payment Contract Summary		Lump Sum		$ 2,316,345.50	
FO	# 2	Permanent + Temporary Striping (State)		All Required		$ 9,574.01	
FO	# 3	Install Electronic Weighing System (State)		All Required		$ 1,032.00	
FO	# 6	Install Signs		All Required		$ 881.72	
FO	#10	Right-of-Way		All Required		$ 40,485.52	
		TOTAL TYPE I000 CODE COST				$ 2,368,318.75	
		Type Code Y031 Signals (2 Locations)(Sta. 417 + 00)(Sta. 430 + 00)					
		Final Payment Contract Summary		Lump Sum		$ 62,200.00	
FO	# 4	Signal Controller Test & Turn-On (State)		All Required		$ 1,300.00	
FO	# 5	State Furnished Software		All Required		$ 489.63	
FO	# 8	Electrical Svc. For Flashing Beacon (PGE)		All Required		$ 542.54	
FO	# 9	Install Flashing Beacon (State)		All Required		$ 2,708.33	
		TOTAL TYPE Y031 CODE COST				$ 67,240.50	
		Type Code X081 Structure Bridge No. 1439B (Sta. "L" 425 + 80 to Sta. "L" 427 + 63)					
		Final Payment Contract Summary		Lump Sum		$ 508,466.08	
		TOTAL TUPE X081 CODE COST				$ 508,466.08	
		Construction Engineering Project Cost					
		State				$ 473,852.66	
		Liquidated Damages				$ <31,500.00>	
		TOTAL ENGINEERING PROJECT COST				$ 442,352.66	
						$ 3,391,370.39	
		Non-Participating Project Cost					
FO	#10	Right-of-Way				$ 2,175.58	
		AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	U PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Engineering				$ 145,793.	51
	TOTAL NON-PARTICIPATING COST				$ 147,969.	09
	TOTAL PROJECT COST				$3,539,339.	48
	AMOUNT CARRIED FORWARD					

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM

TO

FEDERAL AID PROJECT NO.

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

1984 NE Garden Valley Blvd. - 9794
NE Diamond Lake Blvd. Roseburg
Oakland-Shady Hwy. (paving)

9771

October 24, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9794

On August 7, 1985, we wrote to you concerning release of final payment on Contract No. 9794 awarded to Roseburg Paving Co. for paving on N.E. Garden Valley Boulevard-N.E. Diamond Lake Section of the Oakland-Shady Highway in Douglas County.

Final payment on this contract is $6,092.13 and the total contract amount is $162,038.51 including $2,975.75 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roseburg Paving Co.
P.O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-24-85 ac

9794

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9794, On Site Work Substantially Completed July 10, 1984

All Work Completed October 3, 1984

Project NE Garden Valley Blvd.-NE Diamond Lake Blvd.

Highway Oakland-Shady

County Douglas

Type of Work Paving

Contractor Roseburg Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 Surety letter written. jd

noted
RGormsen

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9199

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE Garden Valley Blvd-
NE Diamond Lake Blv

WEEK ENDING: October 20, 1984

SECTION PREFIX: 10-1556

HIGHWAY: Oakland-Shady

COUNTY: DOUGLAS

NAME OF JOB: NE Garden Valley-NE Diamond Lake

KIND OF WORK: Paving

CONTRACTOR: Roseburg Paving Inc.

CONTRACT NUMBER: 9794

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: May 2, 1984

DATE WORK STARTED: June 20, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 20

CALENDAR DAYS USED: 20

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 213,601.33

EXCLUSIVE OF ENGINEERING: $ 196,663.78

ENGINEERING AUTHORIZATION: $ 16,937.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 162,425.00

ENGINEERING COST TO DATE: $ 21,360.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %

PERCENT OF AUTHORIZATION: 126 %

DATE PROJECT WAS COMPLETED: 7-10-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5000 ton
TOTAL QUANTITIES CORRECTED TO DATE					4609
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					4609
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

RECEIVED
OCT 22 1984
CONSTRUCTION SECTION
CE E CAE ...... LS ...... TC ......
COE ...... OM ......
SA ...... CC ......
CA ...... FE ......
CAM ...... MA ......
CP ...... OCS ......
ESO ...... FILE ......

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
15 MONDAY	No Activity
16 TUESDAY	No Activity
17 WEDNESDAY	No activity
18 THURSDAY	No activity
19 FRIDAY	No activity
SATURDAY 20	No Activity

REMARKS

All contract work complete

Received all documents required from contractor. Third
Notification date: 10/04/84.
Semi-final was submitted 10/16/84.

This will be last field engineer's weekly report for this project.

SIGNED Gary E Carson LOCATION ROSEBURG
for: Ron Busey

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9794

PROJEC~ PROSPECTUS
PART 4 — SURVEY AUTHORITY

DOUGLAS Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Garden Valley Blvd.-Diamond Lake Blvd.

REGION: 3

Hwy #234 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 10-1556

DATE: 12-15-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5000	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 9000	$ 10,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of a title sheet, typical section and specifications for contract construction to overlay the subject section.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Weberlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE 12-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE 12-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Loc

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Garden Valley to Diamond Lake Blvd.				KEY ID # 02267 REGION 3
STATE HIGHWAY # 234	HIGHWAY NAME Oakland-Shady		MILE POST FROM 16.19 TO 17.19	LENGTH 1.00
☒ URBAN ☐ RURAL	CITY Roseburg	COUNTY Douglas	ROAD/STREET NAME N.E. Stephens	
ROUTE # 99	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 9
RIGHT OF WAY		$
ROADWAY	$ 161	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
10x[illegible]% ENGINEERING & CONTINGENCIES	$ 16	
TOTAL CONSTRUCTION		$ 177
TOTAL ESTIMATE		$ 186

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2 & 4	2 & 4
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	4,400 20,100	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Sections rated 4 on 1982 Pavement Condition Rating. Sections would now rate 5 and are in need of an overlay.

PROPOSED SOLUTION

Overlay with 2" A.C. plus patching and leveling.

REQUESTED, REGION ENGINEER X C. K. Wilson	DATE 12-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Garden Valley Blvd.-Diamond Lake Blvd.

REGION
3

PROJECT JUSTIFICATION

Garden Valley Blvd.-Diamond Lake Section's pavement surface is deteriorating rapidly. Base appears to be in good condition and overlay will preserve its integrity.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Garden Valley Blvd.-Diamond Lake Blvd.

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES

City of Roseburg sewer line manholes will need adjusting.

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4		12	12	14 ×	12	12		4				
								same								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Comm. mix AC		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Garden Valley Blvd.-Diamond Lake Blvd.

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

No new right of way required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

1984 District 14 Oiling Project 9795
John Day, Pendl.-John Day, Whitney,
John Day-Burns & Central OR Hwys.

January 28, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

CON 5
#9795

Gentlemen or Ladies:

Contract No. 9795 awarded to Bend Aggregate & Paving Co. for the District 14 Oiling Project in Grant and Harney Counties was completed on August 16, 1984, and accepted by the State Highway Division on January 21, 1985.

Final payment in the amount of $4,744.40 will be released to the contractor after February 5, 1985. The total contract amount is $386,267.44, and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Bend Aggregate & Paving Co.
64543 Highway 20 West
Bend, OR 97701

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9795.

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 21, 1985

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9795, On Site Work Substantially Completed August 10, 1984

All Work Completed August 16, 1984

Project District 14 Oiling Project

Highway Various

County Grant and Harney

Type of Work Oiling

Contractor Bend Aggregate & Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RW Gormsen

January 28, 1985 - Surety letter written.

RECEIVED
JAN 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

ROAD DESIGN SECTION DES 16

Gary Potter
Program Section

November 8, 1984

J. H. Versteeg
Road Design Engineer

Cont #10,019

Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

The Starr Ridge-Cottonwood Creek project was a 16.7 mile cold mix overlay with a mixed in place cement treated base. From a surfacing design perspective the pavement is structurally sound and no further treatment is necessary for an ADT of 600 vehicles.

About 40 to 50% of the pavement surface area is rough and requires some modification to provide an acceptable ride. This section of pavement is too rough to be left without some surface treatment to improve the ride.

There are several alternates that would improve the ride to an acceptable level:

1. A 2" hot mix overlay with an estimated cost of $800,000.
2. A 1½" hot mix overlay over approximately one-half the surface area at an estimated cost of $400,000.
3. An experimental cold weather milling of the surface irregularities plus a chip seal next summer over one-half the project at a total cost of $200,000.
4. The hot planing of the surface area over one-half the project and the placement of a thin ½" hot mix overlay at an estimated cost of $300,000.

I would recommend that we further investigate alternate 3, cold planing, and alternate 4, hot planing with a thin hot mix overlay. If neither of these options are feasible, then placing 1½" hot mix overlay over approximately one-half of the project during 1985 construction season would be recommended.

Attached is a copy of John Scofield's memo of November 8, 1984.

JHV:bn

Atch.

b cc: E. S. Hunter

NOTED
P. SINGER

Versteeg
Anderson
Adams
Macnab
Edwards
Turpin
Trent
[illegible]

RECEIVED
NOV 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 6, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Correction of Ride Problem
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway

I have put together estimates for alternative correction processes. I discussed the situation with Bill Anhorn today and have included his comments.

Alternate No. 1 - Two-inch A.C. overlay over the entire project. Estimated cost, $800,000.

Bill feels that much of the roughness will be smoothed out under traffic this summer.

Alternate No. 2 - 1 1/2-inch A.C. overlay over 50% of the project with most of the tonnage being placed south of Seneca. Estimated cost, $400,000.

Alternate No. 3 - Cold Plane and Chip Seal 50% of the project. Estimated cost, $200,000.

Bill says that they tried cold planing on a rough A.C. overlay this summer. They used the profilograph and planed in the same procedure we use for P.C.C. He says that they succeeded in getting the profilograph to 7 inches but that the ride is still not good. This is similar to the results on the Columbia River-Powell Blvd. Section on I-205.

If we were to try grinding, we should rent a grinder and experiment. We can rent a grinder for about $20,000 for a week. This is based on hauling the grinder to the project and back and about 5 days work.

I wasn't able to catch Dale Allen to discuss cold planing, but I did talk to Dick Nelson. Dick thinks that cold mix could be milled with grade controls and produce a good ride. He thinks we could do it, even in the summer.

Alternate No. 4 - Heater scarify and Chip Seal 50% of the project. Estimated cost, $275,000.

The State of Arizona has been the major proponent of heater-scarifying. Mr. Gary Cooper of their construction branch says that Arizona is no longer doing much heater scarifying. This is based on high cost and air pollution problems. He says that it would work for smoothing out a road, but that cold planing works just as well at less cost, and no air pollution problems.

There are heater-scarifyers still available. A contractor in San Francisco has one.

It is interesting to note Bill Anhorn's comments on cold planing to improve ride. He stated that the two-inch hot mix overlay on the Pendleton-John Day Highway south of Pendleton was rougher than the Seneca project. He feels that even with the cold planing that it isn't good. We haven't heard much from the Region about the project.

Alternates 1 and 2 will solve the problem if good practices are followed. Alternate No. 1 is overkill. Alternate No. 3 is the cheapest but should only be pursued on an experimental basis.

We aren't likely to get cooperation from the field for cold planing.

JTS:ge

9795

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

October 9, 1984

RECEIVED
STATE HWY ENGR
OCT 10 '84
REFER TO
FOR
Info Inits R/D D R Sign Act File

MAI

Jesse Himmelsbach
P. O. Box 6
Baker, Oregon 97814

State Highway Engineer Scott Coulter has asked that I respond to the highway concerns you expressed via telephone on October 4.

1. Starr Ridge - Seneca Roughness of new pavement. The Division is very aware of the condition of the pavement surface on this recently completed contract. In an attempt to stretch our highway dollars as far as possible in providing a new highway surface, we used a construction technique which was relatively new to us in cement treating the old roadbed prior to applying a new pavement surface. This technique resulted in a rather rough surface on the cement treated base which we were not able to smooth out completely with the thin asphalt pavement surface which was placed over it. The obvious answer is that we will have to go back next spring and place another two-inch pavement course over what was placed this summer. In hindsight, this probably should have been specified in the original contract. We have done similar projects and previously had always placed four inches of asphalt concrete pavement. This time, in an effort to get more miles, we tried to accomplish the same result with two inches. It didn't do the job but should provide a suitable temporary surface through the winter.

2. Hole-in-the-Wall Slide - Baker-Copperfield Highway This is a massive earthslide which our geologists estimate contains 80 million cubic yards of material. The Highway Division is closely monitoring the movement of the slide but consider it to be far too large for us to deal with. One of the things we considered doing was placing pipes in the Powder River ahead of the advancing slide. We abandoned the plan because the slide was moving far too fast and was dangerous to work under. Our hydraulics people estimated that it would take five eight-foot diameter pipes to carry the average high water flow under a head of 30 feet. Each of these pipes would have had to be 500 feet long. Our cost estimate to do this work was in excess of $600,000. The one six-foot diameter pipe would not have been adequate to even carry the low water flow of this river.

copy -
MAI 6-1

You asked about involving the Corps of Engineers. Through the Governor's office they have been asked to be involved in solving the slide problem as have other agencies of State Government, i.e., DEQ, Fish & Wildlife, Division of State Lands, as well as the Highway Division. Because of the magnitude of the problem, we are all playing a waiting game at the present. When the slide finally stabilizes against the slope on the southerly side of the river, we will begin to look at alternatives for restoring the highway. We do not think that property downstream from the blockage is in imminent danger and we do not believe that the danger of flooding upstream will be extensive because of the steepness of the river and the confined canyon in which it is located.

For your information, if you have further questions that we can help you with, I suggest you contact Region 5 Engineer Bob Hector who is located in La Grande. He is very knowledgeable about this situation and does, in fact, provide us with most of the information we have at the moment. His telephone number is 963-3177. His office is located at 2111 Adams Avenue.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:sl

cc H. S. Coulter
R. D. Hector

9795

Final Report

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION District 14 Oiling Project	WEEK ENDING Sept 1, 1984
		SECTION PREFIX 12-1557
	HIGHWAY Various	COUNTY Grant/Harney
NAME OF JOB District 14 Oiling Project	KIND OF WORK Oiling	
CONTRACTOR Bend Aggregate and Paving Co	CONTRACT NUMBER 9795	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED July 16, 1984	ESTIMATED COMPLETION DATE August 10, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
MEN: 2 SUPERVISION:	SPECIFIED CALENDAR DAYS N/A	CALENDAR DAYS USED N/A
	SPECIFIED COMPLETION DATE August 10, 1984	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 526,064.47		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 484,250.29	ENGINEERING AUTHORIZATION $ 41,714.83	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 431,523.04	ENGINEERING COST TO DATE $ 16,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 74
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 15 %	PERCENT OF AUTHORIZATION . . . 40 %	DATE PROJECT WAS COMPLETED: August 10, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				48.7	
MILES PARTIALLY COMPLETED				0	
MILES COMPLETED				48.7	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1620 ton	
TOTAL QUANTITIES CORRECTED TO DATE				1500.7	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1500.7	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	
NUMBER OF SHIFTS PER DAY				0	
HOURS PER SHIFT				0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Fair			
MONDAY 27	Fair			
TUESDAY 28	Part Cloudy			
WEDNESDAY 29	Fair			
THURSDAY 30	Part Cloudy			
FRIDAY 31	Cloudy - Rain			
SATURDAY 1				

RECEIVED
SEP 6 - 1984
CONSTRUCTION SECTION
CE E CAE LS TC
COE H CM SA CC
CA FE
CAII MA
CP QCS
EEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	One man worked on semi-final estimate
TUESDAY	One man worked on semi-final estimate.
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	Semi-final estimate submitted to Region office.
SATURDAY	

REMARKS

Semi-final estimate submitted - project work complete except for SFO striping.

SIGNED ______ LOCATION ONTARIO

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

RECEIVED
STATE HWY ENGR
AUG 24 '84
REFER TO B. Hector
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

WES Cy 8/28
D/R

August 20, 1984

Oliver Fraser or Jerry Curl
Bend Aggregate & Paving Company
64543 Highway 20
Bend, Oregon 97701

Dear Sirs:

I am in receipt of the letter Mr. Chuck Katter, Claims Manager of Transamerica Insurance , wrote Mr. Forrest Gaskin on August 6, 1984, regarding the claims for damage which occurred on the State of Oregon road resurfacing project near Burns, Oregon, Contract No. 9795, your firm being the contractor. The letter states that our claims are denied based on the fact that rocks flying up from the road are considered a hazard of the road and therefore your insurance company would not be liable. I am writing you because I was the driver of the vehicle having leased the motor home from Mr. Forrest Gaskin and was involved in the incident at the time. I must respectfully disagree with the content of Mr. Katter's letter. Obviously he did not spend a great deal of time researching the circumstances of the matter and the manner in which the damages occurred.

To review the circumstances of the incident, our vehicle along with a number of others was traveling westbound toward Bend, Oregon, approximately five miles east of Riley, Oregon, on Highway 20. As we approached the construction resurfacing site, we were signalled to slow down by a road worker and actually came to a full stop for a short period of time. We were then led Westbound (approximately eight to ten vehicles) with a pilot car in front of us at approximately ten to fifteen miles per hour. We passed a second road construction worker, who was controlling traffic going Eastbound in the construction area approximately half a mile down the road. Subsequent to that for the next three to four miles there were no construction workers controlling traffic in either direction and no warning signs going Eastbound other than one saying "Fresh Oil" at the beginning of the construction work going Eastbound. I would like to point out that the road had heavy gravel and tar on it for approximately two to three miles beyond (and still part of) the actual construction site with no traffic controls. Approximately half a mile from passing the last construction worker, we were still traveling Westbound at approximately ten to fifteen miles per hour when traffic coming Eastbound approached us at approximately forty to fifty miles per hour. There was no control of this traffic and no pilot car leading this traffic going Eastbound. When the vehicles passed us, they threw a tremendous amount of gravel and rock against the sides of all of our vehicles, including the RV I was leasing. The force was so great that it literally blew the left front vent window completely across myself and my children to the other side of the RV. The handle on the left vent window was blown halfway across the RV from the force of the rocks hitting the side of the vehicle. After insuring that none of my children or I were injured, I immediately turned the RV around, chased down the truck driver who had shattered the window, and caught up with him as he was stopped by the controlling girl entering the construction work. I approached him and indicated the damage that had been done; he advised me that he was working for the road crew and that I needed to contact his supervisor further up the road. I did so and at that same time advised you, Mr. Fraser, as construction foreman for the job, of the damage that had been done. Obviously I was angered by the fact that there was no consideration or concern given to the safety and the potential injury that could occur to people due to the carelessness of your firm in not controlling the traffic flow in that area. I indicated to you that the potential safety hazard and danger of allowing traffic to be traveling at forty or fifty miles an hour on loose gravel was beyond my comprehension, and that aside from the damage to the vehicle the potential safety of people being hit with those tremendous quantities of rock made it a hazard. I subsequently drove down the road after having gotten all the information I felt appropriate and stopped at a rest stop about two miles beyond the construction area. There I encountered at least four people who had sustained damage to their vehicles. We exchanged names and addresses and I indicated to them I was also going to notify the State Highway Department.

If you will notice, enclosed is a letter from the Highway Department discussing the incident and you will also note a number of other individuals besides myself have indicated damage on their vehicles. I feel there are several important points I would like to make in this letter.

First of all again is the total lack of concern on the part of your road construction people of the potential safety hazard and the potential injury possibilities to both men, women and children on the job site. There was no control or any type of a warning to the traffic going Eastbound of the amount of gravel on the road.

Secondly, as is indicated in the Transamerica letter, rocks are a hazard of the road. However, when a gravelling construction job is being completed with such quantities of gravel and tar on the road, the traffic is traveling at an unsafe speed (i.e. faster than ten to fifteen miles per hour) through that area, causing damage and potential injury to more than 1 vehicle (four or five at least that I'm aware of), this I would not consider just a normal isolated occurrence of driving on a highway.

Third, I am sending copies of this letter to the Oregon Highway Department, the State Attorney General's Office, and the Insurance Commissioner's Office. It is important that these agencies be made aware of the fact that Bend Aggregate & Paving was not, in my opinion, acting in a responsible manner in the road work at that specific site to insure safe traffic flow through the area. If your firm has continuing contracts with the State of Oregon, I would request the Attorney General's Office and Oregon State Highway Department review all claims pending or past against Bend Aggregate & Paving to see if past incidents of this nature have occurred. Any contractor responsible for road paving work in any state should insure the safety of motor vehicles traveling through their respective construction area.

Another item I wish to note is that on the construction site at the time were two state supervisors, Rod Eden and Joe Hayes. On explaining the circumstances to one of them (I do not recall which one), he indicated that it was not his responsibility but yours (Bend Aggregate & Paving) to insure that the job was safe. I indicated to that supervisor that when he had a clear indication from citizens that there was a potential danger on the part of the work the contractor was doing and did nothing to alleviate that danger, the State must assume a certain amount of responsibility for not providing proper supervision of the contractors they retain for the work projects.

It should be noted finally that this matter is not only a matter of dollars and cents, though the actual claims will amount to approximately $650.00 (copies enclosed) in my case, but is more a case of principle that negligence and potential injury could have occurred to my children and that is something I do not intend to tolerate. I would ask that you review these claims and discuss the matter with your insurance agent and advise me in writing after your review. I should also indicate to you that I do not intend to let this matter rest but will pursue it until I find that satisfaction has occurred. I might also add that copies of this letter are going to the other parties that I am aware had incidences of damage or were witness to the damage that occurred to not only my vehicle but several others at the time.

In closing, I might comment on the arrogance of your insurance claims representative in drafting a letter such as he did. He obviously did very little research on the matter and his letter is an obvious attempt in trying to avoid any liability.

Your prompt response will be appreciated.

Respectfully,

Rick D. Bolduc

Rick Bolduc

J.E. BOLDUC COMPANY
1910 Riverside Drive, Suite #7, Mount Vernon, WA 98273

cc: State of Oregon Attorney General's Office, Complaint Department
State of Oregon Insurance Commissioner, Claims Department
State of Oregon Highway Department, Incident Report Department
Oregon State Patrol, Accident Report Department
Chuck Katter, Transamerica Insurance
Bob Thomas, Lumbermen's Insurance Agency
Shawn Garrison, witness
Richard and Shirley Streeter, witnesses
Steve Bublitz, claimant
Rennie Rowe, Farmers Insurance
Forrest Gaskin, claimant and lessor
David L. Black, Department of General Services, State of Oregon
Brian Clark, Attorney

Enclosures

RB:pb

Damage Claims Estimate

Broken Left Front Vent Window	$53.05
Left Side and Front Window R.V. damage estimate	$561.30
1 Night's Motel Room (R.V. could not be slept in because of broken window & glass.)	$30.00
TOTAL	$644.35

ESTIMATE OF REPAIR

BLADE CHEVROLET-BMW
1100 Freeway Drive Phone 424-3231
MOUNT VERNON, WASH. 98273

NAME ERNEST GASKIN		ADDRESS 1782 ANDERSON RD		PHONE m/w 755-9363 424-8784	DATE 8-17-8
YEAR 81	MAKE TIOGA	MODEL R/V	LICENSE NO	SPEEDOMETER	SERIAL NO. (VIN NO.)
INSURANCE CARRIER AIKEN 30		ADJUSTER		PHONE	VEHICLE LOCATED AT

OPERATIONS	PART NO.	PARTS		LABOR
SAND PRIME & REFINISH L W/HOUSE				1
CLEAN & TOUCH UP FRONT &				
SIDES OF UNIT TO REPAIR				
ROCK CHIP DAMAGE		10	00	4
LABOR 5 HRS AT $28⁰⁰ PER HR (DETAIL RATE)				
REPLACE W/SHIELD SHADED (NAGS) $349.30 LESS 40%		209	72	5
" W/STRIP AS PART OF INSTALLATION		42	50	—
LABOR 5 HRS AT $24⁰⁰ PER HR				
		262	22	260
TOTALS				522
WRECKER SERVICE				
TAX				39
TOTAL OF ESTIMATE		561		

INSURED PAYS $______ INS. CO. PAYS ______ R. O. NO. ______

INS. CHECK PAYABLE TO ______

The above is an estimate, based on our inspection, and does not cover additional parts or labor which may be required after the work has been opened up. Occasionally, after work has started, worn, broken or damaged parts are discovered which are not evident on first inspection. Quotations on parts and labor are current and subject to change.

EST. MADE BY ______

AUTHORIZATION FOR REPAIR. You are hereby authorized to make the above specified repairs to the vehicle described herein.

SIGNED ______ DATE ______

FORM ER-81 (4-79) • OKLAHOMA CITY • LOS ANGELES • SAN FRANCISCO • CHICAGO • KINGS MTN

BURLINGTON GLASS INC.
423 E. AVON
BURLINGTON, [illegible]
(206) 755-9[illegible]
CONTRACTORS NUMBER BURLIGI-[illegible]

INVOICE

№ 13382

DATE 5-7-84

SOLD TO Forest Gaskin

SHIPPED TO

YOUR ORDER NO.		SHIPPED VIA		SALESMAN	TERMS
755-9	362				

	[illegible] Chev [illegible]			
1	V6193 T[illegible]	41	80	31.35
	Installation & cleaning			18.00
			Sub	49.35
			Tax	3.70
				53.05

[illegible] check
#1017

POSTED

Thank You

DUPLICATE

FORM NO. IN13N.

ROOM
159

NAME

8-2.

Westward Ho Motel

Phone (503) 382-21 904 S.E. 3rd Bend egon 97702

NAME Rick Bolduc

STREET 3034 E. Alpine Dr.

CITY & STATE B.Ham. Wa.

CAR LICENSE HLZ254 STATE Wa MAKE TIDCA YEAR 84

REPRESENTING

NO. PERSONS 2

RATE 30 00/

DATE IN

DATE OUT

We reserve the right to refuse service to anyone & will not be responsible for accidents or injury to our guests or for loss of money, jewelry or valuables of any kind

DAYS OCCUPIED

SUN			
MON.			
TUE.			
WED			
THUR.			
FRI.			
SAT			

TOTAL DAYS

PAYMENT WILL BE MADE BY

☐ CASH ☐ CR. CARD

☐ CHECK

CR CARD CO. pd cash

CR CARD NO

MISCELLANEOUS CHARGES

PHONE $

$

$

TOTAL $

ROOM TOTAL $ 30 00/

GRAND TOTAL $

TAX $ 1.80

TOTAL $

DEPOSIT $

BALANCE 31.80

CLERK

VICTOR ATIYEH
GOVERNOR

Department of General Services

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE 503—378-6315

August 8, 1984

Bend Aggregate & Paving Co.
64543 Highway 20 W.
Bend, OR 97701

Re: Claimants: Floyd Grabler, Rich Bolduc, and Larry Osburn
Accident Date: August 2, 1984
Our File Number: L17919

Gentlemen:

The State of Oregon has been placed on notice of claims for damages to the above individuals' vehicles. The attached reports identify the claimants and outlines the occurrence which each individual has described as causing his damage. On behalf of the State of Oregon, we have not determined responsibility for this damage nor has this office inspected the vehicles to determine the extent of each claim.

The State of Oregon, local Highway Department has advised that your firm has been granted contract #9795 for the application of oil upon Highway 395 and Highway 20. Pursuant to this contract and incorporated into it are the standard specifications for highway construction which state at Section 107.18 that the contractor shall be responsible for all damages to property, etc., occurring in the performance of the work to be done under the contract. It appears that these claims arise from your operation on the dates shown.

The purpose of this letter is to tender the investigation, handling, settling, defense and payment of any award or judgment of this claim to your firm. The tender is based on information which shows that you had exclusive control over the area in question and that the State of Oregon is free of any negligence. If it becomes necessary for the State of Oregon and the Highway Department to continue its active roll or becomes involved in future actions creating an expense or payment of claims or judgments, we will look to your firm for reimbursement of these monies.

We would appreciate an acknowledgement of this letter either from your firm or your personal representative. If you have any questions, please do not hesitate to call; when corresponding to this office relative to this incident, we would appreciate your referring to the above file number.

For your information, a copy of this letter is being directed to the individuals named so that they will be aware of the action the State of Oregon is taking in this matter.

Sincerely,

David L. Black

David L. Black
Claims Representative
Risk Managment Division

DLB:pr
5940G

INCIDENT REPORT

Oregon State Highway Division District 10 Maintenance

Location: Highway U.S. (5 MI. EAST OF RILEY) M.P. ______

Date of Incident 8-2-84 Time of Day 1@ 3 pm.

Complaintants Name RICK BOLDUC

3034 E. ALPINE Dr.
Street Address

B'Ham Wa. 98226
City State ZIP

(204) 676-0937 HM 428-0461 WK.
Telephone No.

Complaintants Vehicle 84 CHEV TIOGA R.V.
Year Make Model

HLZ 254
License No.

Damage to Complaintants Vehicle (Be specific) BROKEN LEFT VENT WINDOW, FRONT WINDOW ROCK CHIPS LEFT SIDE NUMEROUS ROCK CHIPS + TAR ON LEFT SIDE + FRONT

Describe what happened UNDERSIDE OF R.V. FULL OF ROCKS + TAR.

Signature J. C. [illegible]

Crew No. ______

Crew phone no. ______

Insurance Services
Eugene, Oregon 97401
Olympics
Transamerica Insurance

August 6, 1984

Mr. Forrest Gaskon
625 Spruce St.
Burlington, WA 98233

RE: OUR INSURED : Bend Aggregate & Paving
DATE OF LOSS : 08-02-84
LOCATION OF INCIDENT: State of Oregon Road Resurfacing Project, Near Burns, Oregon

Dear Mr. Gaskon:

Please be advised that Transamerica Insurance Company is the insurance carrier for Bend Aggregate & Paving with respects to your claim for damages which occurred on the State of Oregon road resurfacing project, near Burns, Oregon.

Based on my investigation of this incident, I must respectfully deny your claim for damages resulting from rocks striking your vehicle. Rocks flying up from the road are considered a hazard of the road, and our insured would not be liable for this type of damage.

If you have any questions regarding this, please feel free to call the undersigned at 484-2081.

Very truly yours,

Chuck Katter /jg

Chuck Katter
Claims Manager

CK:jm

6000 State Building
San Francisco, Calif. 94102
August 6, 1984

Fred B. Klaboe, Director
Department of Transportation
135 Transportation Bldg.
Salem, Ore. 97310

Dear Mr. Klaboe:

Re: Claim against Department of Transportation

While returning from vacation, my family and I had the occasion to be driving on US 20 near Burns, Oregon on Friday, August 3, 1984. The State of Oregon Department of Transportation was then undertaking a road "improvement" on a stretch of US 20 just west of Burns. The "improvement" consisted of spreading and oiling loose gravel on top of the existing road.

Because of the construction our car, a 1977 Chevrolet Suburban, was delayed in transit along with other traffic to await a convoy of traffic coming east on US 20. That convoy was led by a pilot car. Once the eastern convoy had passed, the pilot car turned and convoyed the western traffic along the highway partially through the construction zone. Our car followed in that convoy, keeping considerable distance from the car in front to avoid gravel that was being thrown up.

However, once the pilot car left the convoy, traffic was allowed in both directions despite the fact that the condition of the road construction was no different. There was still loose gravel spread all over the road bed. The oncoming vehicles threw up sprays of gravel. By trying to stay to the side of the road nearest the shoulder it was just possible to avoid gravel being sprayed by cars coming in an opposite direction. However, it was not possible to do so in the case of large semi-trailer trucks. Our car was repeatedly sprayed with gravel by semi-trailer trucks despite all I could do to avoid the gravel. Indeed, the sprays were so great that numerous pieces of gravel came into the cab of our car. Fortunately, they hit no one. However, as a result of these oncoming truck gravel sprays our windshield was cracked in four places. It must be replaced.

The State of Oregon is responsible for this damage. The Department of Transportation failed to seperate opposing traffic on a section of road it was covering with loose gravel. As a result this gravel would be unavoidably thrown up in the path of and onto opposing traffic with the consequent damage. As a result of the Department of Transportation's negligence I should be re-imbursed for the expense of replacing my windshield.

I have advised my insurance company, USAA, of this incident. Its toll free number is (800) 531-8500. My policy number is 874098. Please contact them directly or you may contact me at my office address above. My office phone is (415) 557-1152.

FRED MILLER

I would appreciate your prompt attention to resolving this claim.

Very truly yours,

Bruce S. Flushman

cc. USAA Claims

RECEIVED
DOT DIRECTOR
AUG 09 '84
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

7715

Meadow Pacific Corporation
2775 PARK AVENUE • SANTA CLARA, CALIFORNIA 95050 • (408) 243-1411

August 6, 1984

RECEIVED
STAT. HWY ENGR
AUG 9 '84
REFER TO
Hector - C.D. Hiatt
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

W45

Copies to Hector & Hiatt.
8-10-84 RW.

Bend Paving & Aggregate Company
64543 Hwy. 20
Bend, OR 97701

Dear Sirs:

On August 2nd in the afternoon, I was travelling from Burns, Oregon to Lakeview, Oregon. I was on Highway 20 in my automobile heading West, just a few miles West of Burns. Your company was paving the two-lane road and had flaggers set up at both ends of the paving project. The project consisted of laying down oil and then laying down aggregate over the oil.

We waited at the flagger stop for about 15 minutes. I was the fifth or sixth car in line. When we finally were led through by a lead vehicle, the rock was very loose and kept hitting the underside of the car. We were on the North side of the highway the entire trip through, and you were laying down the oil and aggregate on the South side of the highway.

It was a long stretch, possibly three or four miles, and toward the end of the lead-through, we came across the oiler and the rig that lay down the aggregate going in the opposite direction heading East. There was no shoulder on the side of the road and the road was elevated. Coming the opposite direction, a large double trailered, gravel-hauling truck came at us. When he passed me, he threw rocks from his tires all over my car. It broke my windshield in three places, besides putting numerous nicks on the paint job.

My car is a 1979 Mercedes 300D, painted white, and with white wheel covers. The windshield was replaced brand-new approximately four months ago. The wheel covers from the rock treatment are pitted with hundreds of chips. I am asking that you replace the windshield and repaint my four wheel covers.

There are two things that I do not understand. One, why you would let traffic, especially a large truck, go at a high speed in the opposite direction over freshly laid aggregate spewing rocks on all the traffic going the opposite way and; two, why you would not do oneside of the highway at a time and lead vehicles through so that they do not receive damage as occurred to vehicles in line with me.

Please reply quickly on this matter, as I wish to get my car repaired.

Cordially yours,

Joseph Zukin, Jr.
President

JZ/mb

cc: Oregon Department of Transportation

7775 11

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT CO..

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02308

SECTION GIBSON GULCH – MT. VERNON, COMB-GC
~~District 14 Oiling/Surface Preservation~~

REGION 5

Hwy #28 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1558

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02308
SECTION	GIBSON GULCH - MT. VERNON, COMB - GC ~~District 14 Oiling/Surface Preservation~~
REGION	5
STATE HIGHWAY #	28
HIGHWAY NAME	PENDLETON — JOHN DAY ~~Various (see Project Justification)~~
MILE POST	FROM 115.4 TO
LENGTH	~~[illegible]~~ 5.1 mi.
	☐ URBAN ☒ RURAL
CITY	
COUNTY	GRANT ~~Various~~
ROAD/STREET NAME	-
ROUTE #	395
FEDERAL AID #	n/a
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 5
RIGHT OF WAY		$
ROADWAY	$ 260	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
10% ~~XX%~~ ENGINEERING & CONTINGENCIES	$ 26	
TOTAL CONSTRUCTION		$ 286
TOTAL ESTIMATE		$ ~~[illegible]~~ 40

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Oiling		X
ENVIRONMENTAL CLASS	(1,2,3)	n/a
DESIGN CATEGORY	(1-7)	n/a
WORK TYPE	(1-12)	6

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	
RECOMMENDED LETTING DATE (QUARTER/YEAR)	2/84
RECOMMENDED FUNDING SOURCE	State Preservation
RECOMMENDED PROGRAM YEAR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X	DATE 12/16/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02308

SECTION District 14 Oiling/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (0-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (0-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

9775

5 N

PROJE T PROSPECTUS

PART 4 — SURVEY AUTHORITY

GRANT CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02307

SECTION FLAT CREEK - FIELDS CREEK, COMB - 6C
~~District 14 Oiling/Surface Preservation~~

REGION 5

Hwy #5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1557

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$.	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E ~~Stoedemeyer~~
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY George C. Fanney	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02307

SECTION FLAT CREEK – FIELDS CREEK, COMB – 6C ~~District 14 Oiling/Surface Preservation~~

REGION 5

STATE HIGHWAY # 5

HIGHWAY NAME JOHN DAY ~~Various (see Project Justification)~~

MILE POST FROM 138.2 TO

LENGTH ~~48~~ 2 5.7 mi.

☐ URBAN
☒ RURAL

CITY

COUNTY GRANT ~~Various~~

ROAD/STREET NAME

ROUTE # 26

FEDERAL AID # n/a

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 5
RIGHT OF WAY		$
ROADWAY	$ 260	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
10% ENGINEERING & CONTINGENCIES	$ 26	
TOTAL CONSTRUCTION		$ 286
TOTAL ESTIMATE		$ ~~291~~ 40

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Oiling		X
ENVIRONMENTAL CLASS	(1,2,3)	n/a
DESIGN CATEGORY	(1-7)	n/a
WORK TYPE	(1-12)	6

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2/84	State Preservation	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X — DATE 12/16/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X — DATE

TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02307

SECTION
District 14 Oiling/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (0-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (0-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

7795 48

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

HARNEY Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02301

SECTION DOG CR. – MYRTLE PARK RD., COMB – GC
~~District 14 Oiling/Surface Preservation.~~

REGION 5

Hwy # 48

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 13-1556

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 5,500

PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/12/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION DOG CR. - MYRTLE PARK RD., COMB - 6C ~~District 14 Oiling/Surface Preservation~~	KEY ID # 02301 REGION 5

STATE HIGHWAY # 48	HIGHWAY NAME JOHN DAY - BURNS ~~Various (see Project Justification)~~	MILE POST FROM 40.9 TO	LENGTH ~~58~~ 12.0 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY HARNEY ~~Various~~	ROAD/STREET NAME
ROUTE # 395	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 5	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	
ROADWAY	$ 260		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$		Oiling		X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
10% ~~XX%~~ ENGINEERING & CONTINGENCIES	$ 26		DESIGN CATEGORY	(1-7)	n/a	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 286	WORK TYPE	(1-12)	6	☒ CONTRACT	☐ OTHER	
TOTAL ESTIMATE		$ ~~291~~ 70				☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	n/a	
STRUCTURES	(#)		
SIGNALS	(#)		
BIKE PATH	(Y/N)		
AVERAGE DAILY TRAFFIC			
YEAR OF AVERAGE DAILY TRAFFIC			

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X	DATE 12/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02301

SECTION District 14 Oiling/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (0-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (0-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

9775.

N

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02306

SECTION RICCO BARN - TIPTON SUMMIT, COMB-6C ~~District 14 Oiling/Surface Preservation~~

REGION 5

Hwy #71

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1956

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 5,500
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Torpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE 12/ /83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/12/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02306

REGION 5

SECTION RICCO BARN - TIPTON SUMMIT, COMB-6C ~~District 14 Oiling/Surface Preservation~~

STATE HIGHWAY # 71	HIGHWAY NAME WHITNEY ~~Various (see Project Justification)~~	MILE POST FROM 1.9 TO	LENGTH ~~18~~ 5.1 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY GRANT ~~Various~~	ROAD/STREET NAME
ROUTE # 7	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)		
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)		
ROADWAY	$ 260		STRUCTURES (✓)		RELOCATIONS (#)		
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$		Oiling	X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
10% ~~15%~~ ENGINEERING & CONTINGENCIES	$ 26		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 286	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ ~~201~~ 30					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X	DATE 12/16/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02306

SECTION
District 14 Oiling/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (0-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (0-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

-7795

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

HARNEY CO.

KEY ID# 02298

SECTION ~~District-14 Oiling/Surface~~ Preservation SAGE HEN HILL -HINES, COMB-GC

REGION 5

HWY #7

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 13-1555

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$.	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED, REGION ENGINEER X [illegible]	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02298

SECTION SAGE HEN HILL-HINES, COMB-GL ~~District 14 Oiling/Surface Preservation~~

REGION 5

STATE HIGHWAY # 7	HIGHWAY NAME CENTRAL OREGON ~~Various (see Project Justification)~~	MILE POST FROM 115.5 TO	LENGTH [illegible] ~~48~~ 7 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY HARNEY ~~Various~~	ROAD/STREET NAME
ROUTE # [illegible]	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 260		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$		Oiling	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~xxx~~ ENGINEERING & CONTINGENCIES	$ 26		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 286	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~291~~ 30				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED, REGION ENGINEER X

DATE 12/16/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X

DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X

DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION District 14 Oiling/Surface Preservation	KEY ID # 02298 REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl. date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (O-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (O-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

9775 N

PROJE T PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02304

SECTION CANYON CITY - CANYON CR. RD., COMB - 6L
~~District 14 Oiling/Surface Preservation~~

REGION 5

HWY #48 **SURVEY AUTHORITY**

AUTHORIZATION NO 1

PREFIX 12-1555

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02304
SECTION	CANYON CITY - CANYON CR. RD., COMB-6C ~~District 14 Oiling/Surface Preservation~~
REGION	5
STATE HIGHWAY #	48
HIGHWAY NAME	JOHN DAY - BURNS ~~Various (see Project Justification)~~
MILE POST	FROM 2.5 TO
LENGTH	~~48~~ 7.5 mi.
☐ URBAN ☒ RURAL	
CITY	
COUNTY	GRANT ~~Various~~
ROAD/STREET NAME	
ROUTE #	395
FEDERAL AID #	n/a
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 5
RIGHT OF WAY		$
ROADWAY	$ 260	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
10% ~~15%~~ ENGINEERING & CONTINGENCIES	$ 26	
TOTAL CONSTRUCTION		$ 286
TOTAL ESTIMATE		$ ~~291~~ 50

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Oiling	X
ENVIRONMENTAL CLASS (1,2,3)	n/a
DESIGN CATEGORY (1-7)	n/a
WORK TYPE (1-12)	6

RIGHT OF WAY	
FILES (#)	
ACRES (#)	
RELOCATIONS (#)	
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/PROGRAMMING		
RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
2/84	State Preservation	1984

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of the Central Oregon, John Day-Burns, Whitney, John Day, and Pendleton-John Day Highways are deteriorating rapidly. Immediate attention is needed to protect our investment.

PROPOSED SOLUTION

Restore surface by application of chip seal and oil mat in summer of 1984.

REQUESTED. REGION ENGINEER	DATE
X	12/16/83
APPROVED. ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02304

SECTION
District 14 Oiling/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are deteriorating rapidly and immediate action is necessary in order to protect our investment.

It is proposed the following sections of highway surface be restored as shown below using State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
20	Central Oregon	Harney	Sage Hen Hill-Hines Chip Seal	115.5	13.3	9-1-84
395	John Day-Burns	Harney	Dog Cr.-Myrtle Park Rd. Chip Seal	40.9	12.0	9-1-84
395	John Day-Burns	Grant	Canyon City-Canyon Cr.Rd. Chip Seal	2.5	7.5	9-1-84
7	Whitney	Grant	Ricco Barn-Tipton Summit Chip Seal	1.9	5.1	9-1-84
26	John Day	Grant	Flat Cr.-Fields Cr. Oil Mat (0-9)	138.2	5.7	9-1-84
395	Pendleton-John Day	Grant	Gibson Gulch-Mt.Vernon Oil Mat (0-9)	115.4	5.1	9-1-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion dates shown.

Aggregates are to be available by May 15. It is suggested the bid opening be scheduled close as practical to that date. It is anticipated the contract will be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

1984 Ferris Gulch-Long Gulch 9796
Sec., Jacksonville Highway
(paving)

N

August 8, 1985

Industrial Indemnity Company
421 S.W. 7th Avenue
Portland, OR 97204

CON 5
#9796

On July 16, 1985, we wrote to you concerning release of final payment on Contract No. 9796 awarded to Copeland Paving, Inc. for paving on the Ferris Gulch-Long Gulch Section of the Jacksonville Highway in Jackson County.

Final payment on this contract is $6,011.84 and the total contract amount is $296,237.88 including $318.22 for work performed under force account.

R. W. Gormsen
COMMISSION SERVICES

ss

cc: Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix (Roseburg)

9796

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 9, 1985

C. O. Fredrickson
FROM: for- W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9796, On Site Work Substantially Completed July 13, 1984

All Work Completed January 17, 1985

Project Ferris Gulch-Long Gulch

Highway Jacksonville

County Jackson

Type of Work Paving

Contractor Copeland Paving, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 16, 1985 - Surety letter written.

noted
Gormsen

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ferris Gulch-Long Gulch

WEEK ENDING: December 01,1984

SECTION PREFIX: 15-1555

HIGHWAY: Jacksonville

COUNTY: Jackson

NAME OF JOB: Ferris Gulch-Long Gulch

KIND OF WORK: Paving

CONTRACTOR: Copeland Paving, Inc

CONTRACT NUMBER: 9796

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2,1984

DATE WORK STARTED: June 28,1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 30

WORK DAYS USED:

CALENDAR DAYS USED: 13.5

SPECIFIED COMPLETION DATE: July 31,1984

PERCENT OF TIME ELAPSED: 45

PROJECT AUTHORIZATION: $ 319,754.47

EXCLUSIVE OF ENGINEERING: $ 294,399.49

ENGINEERING AUTHORIZATION: $ 25,354.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 290,784.01

ENGINEERING COST TO DATE: $ 27,856.47

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: -1 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: July 13,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)					8,000tn
TOTAL QUANTITIES CORRECTED TO DATE					8,900tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,900tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE ...... CAE ...... RECEIVED LS ...... TC ......
COE ...... CM ...... SA ...... CC ......
CA ...... DEC 4 1984 FE ......
CAH ...... MA ......
CP ...... CONSTRUCTION QCS ......
LEO ...... SECTION FILE ......

CONTR. NO: 9796 DATE: Dec.01,1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity.
MONDAY 26	No activity
TUESDAY 27	No activity
WEDNESDAY 28	No activity
THURSDAY 29	No activity
FRIDAY 30	No activity
SATURDAY 1	No activity

REMARKS

STATUS: The project has been completed and work has begun on the semi-final estimate. The semi-final should be submitted within two weeks.

VISITORS:

NEXT WEEK:

Dobb
for Maude

SIGNED: for Maude LOCATION: Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

7/16

N

PROJE T PROSPECTUS
PART 4 – SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

ECTION Ferris Gulch - Long Gulch Jackson Co.

REGION 3

Hwy #272

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 15-1555

DATE 12-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
01 PROJECT MANAGER	$ 6500	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$ —	$ [illegible]00
02 CITIZEN'S INVOLVEMENT	—		916 PHOTO-GRAMMETRY	—		934 GEOLOGY	—	
03 LOCAL GOVERNMENT	—		918 LOCATION		50	935 SOILS	—	
04 CONSULTANT	—		919 ENGINEERING GRAPHICS	—		936 REGION TRAFFIC	—	300
05 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS	—	
06 BRIDGE DESIGN	—		921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT	—	
07 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES	—	
09 RIGHT-OF-WAY DESCRIPTION	—		923 ENVIRONMENTAL SECTION	—	100	950 TRAINING	—	
10 REGION GEOLOGIST	—		924 D.O.T.			955 R/W RELOC. ASSISTANCE	—	
11 TRAFFIC SECTION	—	200	925 AIR MONITORING	—		960 PERSONAL LEAVE		
12 LANDSCAPE	—		926 FOUNDATION	—		980 PUBLIC HEARING		
13 RIGHT-OF-WAY LIAISON	—		927 FREE BRIDGE DESIGN	—				
14 REGION UTIL-ITY LIAISON	—		932 RAILROAD & UTILITIES	—				
						TOTALS	$ 13000	$ 11,300
IGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
EDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Adams
McNab
2 Edwards E
Turpin
3 Trout
Wakefield

Do Not File ☐
Return To
Bring Up / /
Action

OCATION ENGINEER'S REMARKS

This project is for a contract 1½" deep AC overlay. All other work will be done by others. The AC mixture will be comm. In order to get max. miles of new surface efforts will be made to keep other cos-s at a min. This is a project to reduce Maint. Costs for a period of around 10 yrs and give the public a safer smoother facility.

REPARED BY	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
ECOMMENDED, REGION ENGINEER X J.K. Wilson	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
ECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

34-1914 (7-82)

LOC

PROJECT PROSPECTUS

P[illegible] 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVE

KEY ID # 02269

REGION 3

SECTION Ferris Gulch - Long Gulch

STATE HIGHWAY # 272	HIGHWAY NAME Jacksonville	MILE POST FROM 16.00 TO 21.60	LENGTH 5.60
☐ URBAN ☒ RURAL	CITY	COUNTY Jackson	ROAD, STREET NAME
ROUTE # 238	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ ~~12~~ 13
RIGHT OF WAY		$
ROADWAY	$ 225	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 16	
	$	
10% [illegible] ENGINEERING & CONTINGENCIES	$ 22	
TOTAL CONSTRUCTION		$ ~~247~~ 263
TOTAL ESTIMATE		$ ~~259~~ 276

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICAN		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHE
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (0 $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (0 $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1650	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The surface condition is a 4 or poor. There is extensive deterioration of the surface in many areas.

PROPOSED SOLUTION

Overlay with 1½" of A.C. throughout with a nominal level thickness of ½".

REQUESTED, REGION ENGINEER X J.K. Wilson	DATE 12-15-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

ECTION Ferris Gulch - Long Gulch

REGION 3

NTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
ITIZEN'S DVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
HOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
ECONNAISSANCE URVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
UBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
IELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
ICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
OILS NVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
YDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES N (LIST BELOW)

COMPANIES

IGHT-OF-WAY IAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55 MPH ~~NA~~

DESIGN STANDARDS ~~NA~~ AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10-11	0	10-11							
							12	0	12							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC overlay	NA	1½			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
RIDGE 1	NA			BRIDGE 5			
RIDGE 2				BRIDGE 6			
RIDGE 3				BRIDGE 7			
RIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJEC NVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

ECTION Ferris Gulch - Long Gulch

REGION 3

STIMATED RIGHT-OF-WAY IMPACTS

None

STIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

STIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Safety improved with new surface

STIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

none

STIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

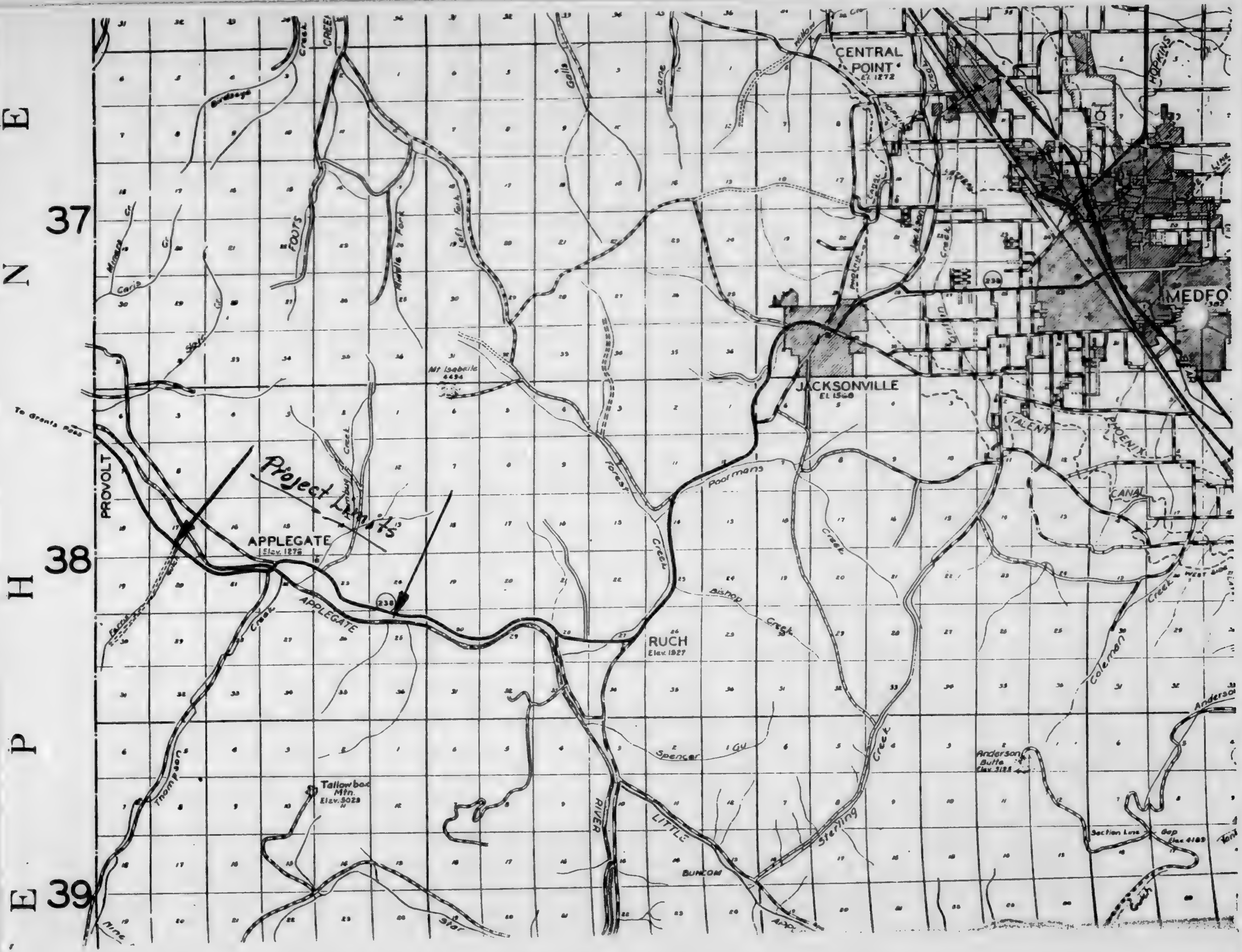
☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER 776-6001	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


CENTRAL POINT
El. 1272
MEDFO
JACKSONVILLE
El. 1568
TALENT
PHOENIX
CANAL
RUCH
Elev. 1927
APPLEGATE
Elev. 1275
Project Limits
PROVOLT
To Grants Pass
238
Mt Isabelle
4494
Tallowbox Mtn.
Elev. 5023
Anderson Butte
Elev. 3185
Section Line Gap
Elev. 4189
APPLEGATE
Creek
Poormans
Forest
Creek
Bishop
Creek
Spencer
Gu
Sterling
Creek
LITTLE
BUNCOM
RIVER
Coleman
Creek
FOOTS
Middle Fork
Left Fork
Galls
Kane
Thompson
Star
Nine
HOPKINS
Willow
Creek
Birdseye
E
N
37
E
H
38
P
E
39

1984 Loveless Cr.-Hunters 9797
Lodge Sec., Fremont Hwy. N. of
Lakeview (grading & paving)

1717

N.

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT **STATE COPY**

REGION NO. 10	REPORT NO. 4	COUNTY LAKE	DIVISION OREGON
DATE OF REPORT 1-31-86	REPORT MADE BY David B. Carter, Area Engineer, FHWA		PROJECT NO. F-16(4)
COMPLETION DATE (Actual) 9-28-84	ACCEPTANCE DATE BY CONRTACT AGENCY 7-18-85	TIME ELAPSED N/A %	CONTRACT TIME Specified completion date: 7/31/85

LOCATION
Beginning approximately 3.0 miles north of Lakeview extending northerly 12.2 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LOVELESS CREEK -HUNTERS LODGE SECTION
FREMONT HIGHWAY
Grading and Paving

This project provided for the widening and overlay of this 12.2 mile section of the Fremont Highway.

A final inspection of the completed work was made on January 29, 1986.

The final cost of the original contract items was $1,863,554.73 which is a negligable underrun of the project bid amount of $1,863,889.00. The final cost of the project including all changes and engineering $2,531,083.23 or 11.1% overrun of the project authorization of $2,277,925.13.

All participating work has been completed. All signing and striping has been completed.

Price Agreement No. 10 (pay items 3010A through 3010L) provided for certain work in the City of Lakeview. This work was outside the original project limits, and so, the project limits were extended. We approved the extension to the project limits on 9/26/84 with the condition that the added work be non-participating with the State to pay 100% of the cost of this work. This work has been coded as participating (1P) on the final progress estimate. The work should be recoded as non-participating and should not be included for Federal-aid reimbursement. ✱ ✱

##########

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED Cy
W. E. SCHWARTZ
2/10

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE Original Signed By D. B. Carter Area Engr.	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer — DATE FEB - 4 1986	TITLE Field Operagions Engineer — DATE FEB - 4 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

June 25, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9797

Gentlemen or Ladies:

On June 13, 1985, we wrote to you concerning release of final payment on Contract No. 9797 awarded to J. C. Compton Company for work on the Loveless Creek-Hunters Lodge Section of the Fremont Highway in Lake County.

Final payment on this contract is $12,883.50. The total contract amount is $2,150,887.13 including $12,415.55 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9797

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 11, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9797, On Site Work Substantially Completed September 28, 1984

All Work Completed April 17, 1985

Project Loveless Creek-Hunters Lodge

Highway Fremont

County Lake

Type of Work Grading and Paving

Contractor J. C. Compton Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

June 13, 1985 - Surety letter written.

noted
RWGormsen

RECEIVED
JUN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

May 8, 1985

Coral Sales Company
PO Box 577
Clackamas, OR 97015

CON 5
#9797

Attention: Cyndi Turner

Gentlemen or Ladies:

Thank you for your letter of April 23, 1985, informing us that you have received $4,087.50 for your claim against J.C. Compton Company.

You state this is in reference to the J.C. Compton Company Contract No. 9797 for work on the Loveless Creek-Hunters Lodge Section of the Fremont Highway in Lake County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: J.C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State
File Date 12-27-84; #CL 84-281

bbc: Bryant Jackmond

FKN:kjm

NOTED ON CARD
5-8-85 kjm

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 23, 1985

Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9797, Loveless Creek - Hunters Lodge Section

Dear Mr. Gormsen:

This letter is to notify the State of Oregon that we have been paid in full ($4087.50) for our claim against the prime contractor, J.C. Compton Company, on the above mentioned project.

We hereby release J.C. Compton from any further claims on this project.

Sincerely,

Cyndi Turner

Cyndi Turner
Coral Sales Company

CT/kf

cc: J.C. Compton Company
P.O. Box 768
McMinnville, OR 97128

S.O. B3080

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9 [illegible] CL 1985-0089

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 19 1985
BARBARA ROBERTS
SECRETARY OF STATE

April 17, 1985

IN REPLY REFER TO FILE NO.: CON 5
9797

RECEIVED
APR [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Alexander Construction Company
1213 - 3rd Avenue N.
Nampa, ID 83651

Attention: James M. Alexander
Manager

Gentlemen or Ladies:

This will acknowledge your letter dated April 10, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Alexander Construction Co.
AMOUNT:	$4,097.00
FOR:	Equipment rental
AGAINST (Prime contractor)	J. C. Compton Company
SUBCONTRACTOR	J & J Fencing Company
CONTRACT NO.:	9797
PROJECT:	Loveless Creek-Hunters Lodge Section, Fremont Highway, Lake County
SURETY:	United Pacific Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5-9-85

CC: J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
33405-8th Ave. S. C-3000
Federal Way, WA 98003

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ALEXANDER
CONSTRUCTION COMPANY

(208) 466-9291 • 1213 3rd Ave. No.
Nampa, Idaho 83651

April 10, 1985

Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9797, Loveless Creek - Hunters Lodge Section

Mr. Gormsen;

This letter is to inform the State of Oregon Department of Transportation that Alexander Construction Co., an Idaho company, has not been paid for equipment rental for work performed on the above caption project.

The equipment rental was for setting guard rail post for J&J Fencing Company Springfield, Oregon, subcontract to the Prime, J.C. Compton, McMinville, OR in the amount of $4097.00 which has not been paid to date.

Notice is hereby given that the undersigned has a claim for said sum retained by said public body as a trust fund for the protection and payment of the undersigned.

Alexander Construction Company

James M. Alexander
Manager

cc; J.C. Compton Company
P.O. Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

J & J Fencing Company
694-34th
Springfield, OR 97478

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Equal Opportunity Employer

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Loveless Cr.-Hunters Lodge
WEEK ENDING: February 9, 1985
SECTION PREFIX: 19-1062
HIGHWAY: Fremont
COUNTY: Lake
NAME OF JOB: Loveless Cr.-Hunters Lodge
KIND OF WORK: Grading & Paving
CONTRACTOR: J.C. Compton Co.
CONTRACT NUMBER: 9797
FEDERAL AID PROJECT NUMBER: F - 16 (4)
DATE OF CONTRACT: May 4, 1984
DATE WORK STARTED: June 7, 1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: July 31, 1985
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 2,117,125.13
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,966,574.03
ENGINEERING AUTHORIZATION: $ 150,551.12
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,165,473.63
ENGINEERING COST TO DATE: $ 149,500.00
DATE PROJECT WAS COMPLETED: September 28, 1984
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 9 %
PERCENT OF AUTHORIZATION . . . . . . 100 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.2	12.2		12.2	12.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	12.2	12.2		12.2	12.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,800	43,000		5,500	51,000
TOTAL QUANTITIES CORRECTED TO DATE	32,760	52,882		1,590	50,344
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	32,760	52,882		1,590	50,344
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3				
MONDAY 4				
TUESDAY 5				
WEDNESDAY 6				
THURSDAY 7				
FRIDAY 8				
SATURDAY 9				

CE E CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... FEB 1 2 1985 FE ...... C? ......
CA................ PQC..............
CAM .... CONSTRUCTION QCS..............
EEO.............. SECTION FILE.............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 SUNDAY	
4 MONDAY	
5 TUESDAY	
6 WEDNESDAY	
7 THURSDAY	
8 FRIDAY	
9 SATURDAY	

REMARKS

Contract work completed.

Semi-Final submitted to Region 2/5/85.

FINAL REPORT

SIGNED John H. Sturky for Jerry C Thackery LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Lake	DIVISION Oregon

IN COMPANY WITH

J. Thackery, Project Manager; S. MacNab, Region 4 Operations Engineer, OSHD.

DATE OF INSPECTION 1-29-85	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-16(4)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below %	WORK COMPLETED 100 %

LOVELESS CREEK-HUNTERS LODGE SECTION
Fremont Highway
Grading and Paving

NOTED
W. E. SCHWARTZ

This project provided for the widening and overlay of this 12.2 mile section of the Fremont Highway.

The project was completed on September 28, 1984. The project had a specified completion date of July 31, 1985, and so, the project was completed well within the allotted project time.

The project cost will overrun the project authorization by approximately 9 percent.

The project work is now complete and acceptance is recommended.

RECEIVED
STATE HWY ENGR
FEB 8 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 2/11

The contractor used a private materials source (quarry) just south of Lakeview to produce the aggregates for the project. This source has been used before and has produced satisfactory aggregates. Several different products were being produced in the quarry at the same time including the base aggregate and the aggregates for the emulsified asphalt cold mix. Both of these aggregates have specification requirements for sand equivalent and plasticity. These tests were run on the base aggregates with the test results then being extended to represent the cold mix aggregates also; the rationale being that the base aggregates contained the majority of the fines and, as such, would be the best indicator of these properties. The production of the base aggregate was completed when only approximately half of the cold mix aggregate have been produced. Testing for sand equivalent and plasticity were inadvertently discontinued at that time. This resulted in about half of the cold mix aggregates being incorporated into the project without testing for these two items.

(more)

Form FHWA [illegible]

Test results of the materials that were tested indicate that the aggregates easily met the sand equivalent and plasticity requirements with the sand equivalent results well above the minimum value and the material reported as non-plastic.

The Project Manager indicated that material production was uniform throughout the entire production period.

Based on the above facts and considerations, I have no doubt that all the material incorporated into the project met contract specifications, whether it was tested or not, and I recommend full Federal-aid participation in the cold mix item.

The Project Manager indicated that further checks within the test reporting procedure had been introduced to greatly reduce any recurrence of the above situation.

DATE: January 11, 1985

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Loveless Creek-Hunters Lodge Section
Fremont Highway, Lake County
Contract No. 9797

This federal-aid project is essentialy complete and it now appears that the final cost will exceed the project authorization by $160,800 or eight percent.

During the course of staking the project for construction it became apparent that tne natrual drainage channel would be severely restricted. In order to correct the problem and avoid the need for acquisition of additional right-of-way it was necessary to construct a rock gabion wall and to install guardrail. This extra work added approximately $51,000 to the cost of the project.

Cold planing and paving of G Street in Lakeview was added to the project by negotiation to take advantage of extremely favorable value available under this contract to obtain much-needed work on that section of the highway. This work added approximtely $47,500 to the cost of the project.

The project was bid on the basis of a balance assumed to exist between excavation and embankment quantities required to construct it. Due to an erroneous estimate of the shrink factor involved, a shortage of fill material developed and it was necessary to acquire borrow excavation material to complete the embankment requirements. Importation of this materials added approximately $48,500 to the cost of the project.

Construction engineering costs have increased modestly in order to properly monitor, inspect and document the additional work required.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $160,800 to a new total of $2,277,925.13. This matter will be on the consent calendar for the January 22 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
V. E. Skoog
C. O. Fredrickson
Dale D. Allen
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Loveless Creek-Hunters Lodge Section
Fremont Highway, Lake County
Contract No. 9797

This federal aid project is essentially complete and it now appears that the final cost will exceed the project authorization by $160,800 or eight percent.

During the course of staking the project for construction it became apparent that the natural drainage channel would be severely restricted. In order to correct the problem and avoid the need for acquisition of additional right of way it was necessary to construct a rock gabion wall and to install guard rail. This extra work added approximately $51,000 to the cost of the project.

Cold planing and paving of G Street in Lakeview was added to the project by negotiation to take advantage of extremely favorable value available under this contract to obtain much-needed work on that section of the highway. This work added approximately $47,500 to the cost of the project.

The project was bid on the basis of a balance assumed to exist between excavation and embankment quantities required to construct it. Due to an erroneous estimate of the shrink factor involved, a shortage of fill material developed and it was necessary to acquire borrow excavation material to complete the embankment requirements. Importation of this material added approximately $48,500 to the cost of the project.

Construction engineering costs have increased modestly in order to properly monitor, inspect and document the additional work required.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $160,800.00. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Dale Allen Jerry Thackery B. M. Walton W. F. Cobine

RECEIVED
STATE HWY ENGR
JAN 10 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

CL 84-281

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9797

Coral Sales Company
PO Box 577
Clackamas, OR 97015

Gentlemen or Ladies:

This will acknowledge your letter of December 12, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$4,087.50
FOR:	Guardrail material
AGAINST (Prime contractor)	J. C. Compton Company
SUBCONTRACTOR:	J & J Fencing Company
CONTRACT NO.:	9797
PROJECT:	Loveless Creek-Hunters Lodge Section, Fremont Highway, Lake County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Coral Sales Company

[redacted]

P.O. BOX 577
CLACKAMAS, OREGON 97015

December 12, 1984

Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9797, Loveless Creek - Hunters Lodge Section

Mr. Gormsen:

This letter is to notify the State of Oregon that the undersigned, an Oregon Corporation, has not been paid for Guard Rail materials for the above described project.

We have not been paid for $4,087.50, the amount due from J & J Fencing Company, subcontractor to the Prime, J.C. Compton.

Notice is hereby given that the undersigned has a claim for said sum retained by said public body as a trust fund for the protection and payment of the undersigned.

CORAL SALES COMPANY

By Kathleen Johnson
Kathleen Johnson
Its Office Manager

RECEIVED
DEC 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7737

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-16(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lake

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40166

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/23/84

8. FEDERAL ROUTE NUMBER Primary 16

9. STATE ROUTE NUMBER Primary 19

10. GENERAL LOCATION:

Loveless Creek - Hunters Lodge Section

11. GENERAL DESCRIPTION OF WORK

Riprap outlet channel at end of box culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/23/84 as requested in Mr. Fredrickson's letter of 11/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,000; Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/6

14. DATE 12/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9797

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-211	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	11-84	County Lake
MODIFICATION NUMBER 2		Project Number F-16(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,196,156	$ 2,310,000
Federal funds	$ 1,935,911	$ 2,036,265
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Haline

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 13, 1984

FEDERAL AID PROJECT NO. F-16(4)

Loveless Creek-Hunters Lodge
Fremont Highway
Lake County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (MP 128+00 to MP 140.70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 6.00	717	$ 4,302.00	1,583.5	$ 9,501.00
General Excavation	$ 5.00	22,800	$114,000.00	26,112.38	$ 130,561.90
1"-0 Aggregate Base	7.05	48,000	338,400.00	57,891.5	408,135.08
		SUBTOTAL	$456,702.00		$ 548,197.98

Increase	$ 91,495.98
Subtotal from Esmtate of October 18, 1983	1,961,479.47
Subtotal	$2,052,975.45
Engineering	257,024.55
	2,310,000.00

Length of Roadway ------------------- 12.70 mi.
Cost of Roadway Per Mile ----------- $181,889.76

Federal Funds (88.15%)	$2,036,265.00
State Funds	273,735.00
TOTAL	$2,310,000.00

Group 1: 100%
Contract No. 9797
Prefix: 19-1430
Prefix: 19-1062

WH:me

9797

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-295 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State OREGON County LAKE Project Number F-16(4)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,112,096	$ 2,196,156
Federal funds	$ 2,112,096	$ 1,935,911
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $127,479.13)

This modification is made for the following reasons: 1. "The project agreement executed 5-14-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-124, Section 145".
2. To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. F-16(4)

LOVELESS CREEK-HUNTERS LODGE SECTION
FREMONT HIGHWAY
LAKE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 128+00 to MP 140.70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Filter Fabric Membrane (PA #3)	$ 0.65	--	$ --	22,856.11	$ 14,856.47	
Borrow Excavation (PA #5)	7.50	--	--	3,000	22,500.00	
Rock Grabions (PA #7)	80.00	--	--	396.3	31,704.00	
Structural Excavation	25.00	--	--	200	5,000.00	
Guard Rail, Type 2A	10.00	--	--	1,000	10,000.00	
SUBTOTALS			$ - 0 -		$ 84,060.47	
					Increase	$ 84,060.47
					SUBTOTAL from Estimate of May 14, 1984	1,877,419.00
					SUBTOTAL	$1,961,479.47
					Engineering	234,676.53
					TOTAL	$2,196,156.00

Length of Roadway ---------------------- 12.70 mi.
Cost of Roadway Per Mile --------------- $172,925.67

Federal Funds (88.15%)	$1,935,911.00
State Funds	260,245.00
TOTAL	$2,196,156.00

Group 1: 100%
Contract No. 9797
Prefix: 19-1430
Prefix: [illegible]-1062
19

WH:pf

1 . 9777

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-133-+134	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lake Project No. F-16(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Highway between Loveless Creek and Hunters Lodge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	12.7
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $2,112,096.00	FEDERAL FUNDS $ 1,861,813.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See additional provisions on back

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Holm
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 15 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100% percent for reimbursement claims paid on or before Sempter 30, 1984, in accordance with Pub. L. 97-424, section 145. The additional Federal funds requested total $250,283.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

AGREEMENT PROVISIONS

Project No F-16(4)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen Fil.

Oregon State Highway Division
Salem, Oregon May 14, 1984

Federal-Aid Project No. F-16(4)

Loveless Creek-Hunters Lodge Section
Fremont Highway
Lake County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 128.00 to M.P. 140.70)

Furnishing Field Laboratory	Each	1	5,000.00	$ 5,000.00
Mobilization	Lump Sum	All	Lump Sum	197,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	717	6.00	4,302.00
Temporary Barricades	Each	6	22.00	132.00
Temporary Plastic Safety Markers	Each	55	18.00	990.00
Flaggers	Hour	2,400	15.75	37,800.00
Pilot Car	Hour	400	32.25	12,900.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	20,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	10,000.00
Ditch Excavation	Cu. Yd.	32	25.00	800.00
General Excavation	Cu. Yd.	22,800	5.00	114,000.00
Trench Excavation	Cu. Yd.	1,142	5.00	5,710.00
Finishing Roadbed and Slopes	Mile	12	245.00	2,940.00
Watering	M-Gal.	950	2.00	1,900.00
1"-0 Aggregate Base	Ton	48,000	7.05	338,400.00
Emulsified Asphalt Concrete Mixture	Ton	43,000	7.60	326,800.00
Emulsified Asphalt Cement Mixture in Leveling	Ton	8,000	8.35	66,800.00
Emulsified Asphalt in Mixture	Ton	3,320	160.00	531,200.00
Aggregate in Sand Choke Seal	Ton	3,200	10.00	32,000.00
3/8"-No. 10 Aggregate in Chip Seal	Ton	5,300	.10	530.00
Emulsified Asphalt in Chip Seal	Ton	600	.10	60.00
Asphalt in Tack Coat	Ton	75	160.00	12,000.00
Concrete in Walls and Box Culverts	Cu. Yd.	23	565.00	12,995.00

Reinforcement in Walls and Box Culverts	Lbs.	2,450	.70	1,715.00
18-inch Culvert Pipe	Lin. Ft.	1,674	12.75	21,343.50
31-inch Culvert Pipe	Lin. Ft.	32	24.75	792.00
24-inch Culvert Pipe	Lin. Ft.	144	24.50	3,528.00
30-inch Culvert Pipe	Lin. Ft.	88	24.75	2,178.00
36-inch Culvert Pipe	Lin. Ft.	48	45.25	2,172.00
48-inch Culvert Pipe	Lin. Ft.	22	42.50	935.00
60-inch Culvert Pipe	Lin. Ft.	100	70.00	7,000.00
Extra for Pipe Under Pavement	Lin. Ft.	121	11.50	1,391.50
Guard Rail, Type 2A	Lin. Ft.	1,375	10.00	13,750.00
Guard Rail Anchors, Type 1	Each	14	260.00	3,640.00
Rail End Pieces, Type C	Each	13	80.00	1,040.00
Extra for Asphalt Approaches	Each	122	200.00	24,400.00
Loose Riprap, Class 50	Cu. Yd.	405	15.00	6,075.00
Delineators, Type 1	Each	370	18.00	6,660.00
Delineators, Type 4	Each	10	10.00	100.00
Concrete Collars	Each	1	40.00	40.00
Seeding, Fertilizing and Mulching	Acre	7	700.00	4,900.00
				$ 1,860,919.00

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 13,000.00
Temporary Pavement Striping	Lump Sum	All	Lump Sum	2,500.00
Temporary Erosion Control	Lump Sum	All	Lump Sum	1,000.00
				$ 16,500.00
			Subtotal	$ 1,877,419.00
			Engineering	234,677.00
			Total	$ 2,112,096.00

Length of Roadway	12.700 mi.
Cost of Roadway Per Mile	$ 166,306.77

Retained in Reserve

Permanent Signing	Lump Sum	All	Lump Sum	$ 1,500.00

Federal Funds (88.15%)	$ 1,861,813.00
State Funds	250,283.00
Total	$ 2,112,096.00

Group 1 100%
Contract No. 9797
Prefix: 19-1430
Prefix: 10-1062

Loveless Creek-Hunter Lodge Section
Nonparticipating-Statework

Single Mailbox Supports	Each	34	80.00	$	2,720.00
Muliple Mailbox Supports	Each	1	250.00		250.00
				$	2,970.00

9797

SC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-16(4)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Lake

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-26-84

4. PROGRAM NO.:

5. ITEM NO.: 40166

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE: 9-5-84

8. FEDERAL ROUTE NUMBER: Primary 16

9. STATE ROUTE NUMBER: Primary 19

10. GENERAL LOCATION:

Loveless Creek - Hunters Lodge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (*Specify*) Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 8-24-84 the program change is approved as follows:

1) Project Location: Change to read "SR 31, 0.41 mi. S. of Lakeview NCL, N. 14.5 mi."

2) Miles: Change to read "14.53" (this includes 1.92 mile no work section between M.P. 140.70 and M.P. 142.62).

3) Project Data: Additional work (State funded) under this project consists of cold plane a 44-foot curbed roadway and overlay with high type pavement between "H" Street (M.P. 142.62) and Center Street (M.P. 143.30) and incidentals common to this type of construction.

Note: "Price Agreement" negotiated with the Contractor for this additional work, will be non-participating with the State paying 100% of the cost. It is estimated that this additional work will cost $62,000 with no obligation of Federal funds.

14. DATE: 9/26/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Adm.

FORM PR-1240
(Rev. 12-70)

PREVIOUS EDITIONS MAY BE USED

9797

1

Hansen & Rowland

Insurance Brokers and Consultants

September 25, 1984

Jerry Thackery
State of Oregon
Department of Transportatipn
2557 Altamont Drive
Klamath Falls, OR 97601

RE: Contractor: J. C. Compton Company
Contract: 9797, Lake County, Fremont Highway
Loveless Creek-Hunters Lodge
Bond No. U 50 42 91, United Pacific Insurance Company

Dear Mr. Thackery:

In respect to our interest as surety on the above bond, you are hereby authorized to release to J. C. Compton Company all or part of such retainage which you are holding and which is due them on Contract No. 9797 described above.

Sincerely,

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith

Tomi Lou Smith
Attorney-in-Fact

NOTED ON CARD
10-5-84
Jan Petersen

CC: J. C. Compton Company, McMinnville
State of Oregon, Department of Transportation, Salem
United Pacific Insurance Company, Portland

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"
WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and San Francisco

A division of LeBow, Haynes Company, Inc.

9797

CL 84-186

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 24 1984
NORMA PAULUS
SECRETARY OF STATE

September 21, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9797

Mr. Maurice Gilbert
M & J Gilbert Trucking
576 N. E. 40th
Hillsboro, OR 97124

Dear Mr. Gilbert:

This will acknowledge your letter of September 7, 1984, filing a claim against the following Highway Division contract:

FILED BY: M & J Gilbert Trucking

AMOUNT: $9,724

FOR: Labor and truck damage

AGAINST (Prime contractor) J. C. Compton Company

CONTRACT NO.: 9797

PROJECT: Loveless Creek-Hunters Lodge Section, Fremont Highway, Lake County

SURETY: United Pacific Insurance Company

AGENT: Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-26-84 kjm

cc: J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

United Pacific Insurance Company
Bond Dept.
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0168

September 7,1984

M & J Gilbert Trucking
Maurice Gilbert (owner)
576 N.E. 40th
Hillsboro, Oregon 97124

Commission Services
121 Transportation Bldg.
Salem,Oregon 97310
Att. Robert Gormson

Dear Sirs;

In reference to job no.# 9797- Freemont highway and Lake Cody, bonded by United Pacific Insurance company. I have a complaint against the contractor, J.C.Compton.

I worked for them from July 17,1984 to August 7,1984. According to my records, I worked 56¼ hours. I recieved a check from them for 38½ hours. This leaves 17 3/4 hours unpaid. At $42.00 per hour, this leaves $745.50 unpaid.

I worked 34 1/2 hours in August, for a total of $1438.50.

Total working truck time owed me is $2,164.00.

Another matter pertaining to this claim concerns my truck. Due to the negilgence of a Compton employee, Randy Compton, a roller ran into my truck, causing dammages of $2,253.03.

The job superintendant, Mike Flannigan, witnessed the accident and admitted liability. He told me to get an estimate and turn it into the company, and the bill would be taken care of.

After three weeks of numerous phone calls, by myself and my insurance agent, we were told that they were not responsible because of a clause in the rental agreement which states "Whether bare rental or fully operated, the contractor shall not be responsible or liable to the Owner for any damage sustained by said trucks while they are rented by the contractor, regardless of how or by whom such dammage is caused.

In the first place this contractual agreement is not valid, because it was never signed by a representative of the company in my presence. Secondly, according to the Insurance commissioners office, my Attorney, and my insurance company, this statement cannot be valid, because this gives them license to non-lability, which is unlawful.

I turned the truck repair over to my Insurance company. I t will be completed today September 7,1984 and will be ready for work.

At the time of the accident, I was being paid $42.00 per hour, plus fuel. We were working 9 hours per day. Four weeks of down time amounts to 180 hours. This amounts to $7,560.00 owed, less maintenance. Maintenance would be minimal, and I feel , long distance phone calls, attorney fees, and mileage which resulted because of this problem, more than compensates for maintenance costs.

I have not been able to work my truck for a month, was shorted on my hours, and have had to turn down several jobs. This has put an extreme financial burden on me, as well as an emotional burden and mental stress. I feel that this matter should be taken care of immediately.

According to my records, shortages on truck time plus down time because of the accident amount to $9,724.00.

Sincerely

Maurice W Gilbert

RECEIVED
SEP 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40166
Project No. F-16(4)
Loveless Creek - Hunters Lodge Section
Fremont Highway
Lake County

I request approval of a program change to extend the "Beginning of Project" (the southerly limit) southerly a distance of 2.33 miles to M.P. 143.03, requiring revisions as follows:

1) Project Location: Change to read "SR 31, 0.41 mi. S. of Lakeview NCL, N. 14.5 mi."

2) Miles: Change to read "14.53" (this includes 1.92 mile no work section between M.P. 140.70 and M.P. 142.62).

3) Project Data: Additional work (State funded) under this project consists of cold plane a 44-foot curbed roadway and overlay with high type pavement between "H" Street (M.P. 142.62) and Center Street (M.P. 143.30) and incidentals common to this type of construction.

A "Price Agreement" is being negotiated with the Contractor for this additional work, which will be non-participating with the State paying 100% of the cost. It is estimated that this additional work will cost $62,000 with no obligation of Federal funds.

JLG:me
cc: General Files

Form 734-3122

1777

HIGHWAY DIVISION

FILE: PRO

E. S. Hunter
W. E. Schwartz

August 17, 1984

Robert N. Bothman
Assistant State Highway Engineer

Loveless Creek-Hunters Lodge Section

Received a request to extend the Loveless Creek-Hunters Lodge Section project.

To take advantage of the existing contract it will be necessary to approve this additional work quickly.

The project is a federal-aid primary project. The contract is $2.1 million. The project is a widening and a structural overlay.

There is a two-mile gap between the terminus of the current project and the short section in Lakeview requested to be added.

At the current time we have a $2.7 million balance in FAP authorization and a substantially larger number of projects to be available for PS&E by September 31.

We do have a $378,000 balance in the Highway Engineer's discretionary fund.

I approved using discretionary funds for the project after discussion with Scott.

RNB:lks

Attachment

cc H. S. Coulter
Gary A. Potter
Vern E. Skoog
Dale D. Allen

```
*****************************************************
*
* DELIVER TO: INFO L  TER HWY
*
*
* ORIGINAL
* SENT:          08/14/84  TIME: 15:55
* FROM:          REGION 4 HWY
* SUBJECT:       LOVELESS CR.--HUNTERS LODGE
* PRINT DATE:    08/14/84  TIME: 15:55
*
*****************************************************
```

H2.1

61,000

F.A.P.
Urban Overlay

140.7
< 2 MILE GAP
142.7

$ 2.7 BAL

~~[illegible]~~

2.7
9.3
12 MI

Discr
$ 378,000

STATE OF OREGON INTEROFFICE

TO: Gary Potter
Program Section Manager

August 14, 1984

FROM: Robert C. Pool
Region Operations Engineer

RE: Loveless Creek--Hunters Lodge Section

Last month the Mayor of Lakeview called Scott Coulter and requested that an improvement be made on a short section of the Fremont Highway within the city. Since we have an existing contract in the area he was hopeful it could be done as part of the contract.

After receiving recommendations from our base design unit this week it appears that we can do the work and it is a logical, needed improvement.

The work consists of milling and removing one and one-half inches of AC pavement and placing 2" of emulsified Asphalt Concrete in a curb section.

Location--M.P. 142.66 to 143.08, Fremont Highway
Width--44 feet
Length--0.37 miles
Estimated Cost--$61,000

The project limits on this contract will have to be expanded to include this work. If added to this contract, the project authorization will overrun about four percent.

The contractor plans to complete his paving work by August 31, so we will need approval to proceed prior to that date.

Dave Carter, FHWA, has indicated they would approve addition of this work.

If you need more information, give me a call.

RCP:br

DATE: August 3, 1984 at 4:35 p.m.

TO: Scott Coulter

FROM: Karen Rice (Larry Rulien's Office)

SUBJECT: Telephone call from Bob Zeigen of Senior Services Division, 378-4728

Bob Zeigen called to "comment" on the very poor road condition he encountered as a result of traveling from Lakeview to Salem. The particular stretch of highway that he was referring to is on Highway 395, about 8 miles north of Lakeview. There is a 5-mile section that is "really a mess". He mentioned that both lanes of the highway were completely torn up. He was traveling on this highway yesterday at 12:30-1:00 p.m. and waited 40 minutes at least for a lead car to take the traffic through. After waiting 40 minutes or so, he decided to attempt driving through, since he was in a State car, to see if he could find out what the problem was. The lead car had evidently broken down. He continued on through the mess and thought it was probably at least another 15 minutes before the cars started to move.

He just wanted to point out that this was a terrible inconvenience to most people. Since he is a State employee, he said he could understand, but thought that most people in that line would not. Can't something be done to prevent this from happening down there again?

cc: Larry Rulien

9797 p

May 17, 1984

CON 5

#9797

J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9797 for the Loveless Creek-Hunters Lodge Section of the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bh

Enclosure
cc: United Pacific Insurance Co.
825 NE Multnomah - Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue, S. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Welton
Janice Petersen
Dale Allen
Jerry Thackery

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768
McMINNVILLE, OREGON 97128

April 27, 1984

Oregon State Highway Division
Commission Services, Room 121
State Transportation Building
Salem, OR 97310

Re: Loveless Creek-Hunters Lodge #9797
Bid Date: April 26, 1984

Gentlemen:

The following will be our minority and women-owned subcontractors on the above referenced project:

J & J Fencing, Inc.
694 N. 34th Street
Springfield, OR 97477

Bid Item:

8	Pilot Car	400 Hours	@ $30.00/hour	$12,000.00
34	Guard Rail, Type 2A	1,375 LF	@ $11.25/LF	15,468.75
35	Guard Rail Anchors, Type 1	14 EA	@ $300.00/Each	4,200.00
36	Rail End Pieces, Type C	13 EA	@ $99.00/Each	1,287.00
				$32,955.75

Romero/Cabrera Sign Construction Co.
P. O. Box 687
Corvallis, OR 97339

Bid Items:

3.	Temporary Protection (Partial)					$ 8,000.00
4.	Temporary Signs	717	SF	@	$6.00/EA	4,302.00
5.	Temporary Barricades	6	EA	@	$22.00/EA	132.00
6.	Temporary Plastic Safety Markers	55	EA	@	$18.00/EA	990.00
39.	Delineators, Type 1	370	EA	@	$18.00/EA	6,660.00
40.	Delinators, Type 4	10	EA	@	$10.00/EA	100.00
41.	Single Mailbox Supports	34	EA	@	$80.00/EA	2,720.00
42.	Multiple Mailbox Supports	1	EA	@	$250.00/EA	250.00
43.	Concrete Collars	1	EA	@	$40.00/EA	40.00
						$23,194.00

On the J & J Fencing, Inc. subcontract apply $~~19,000.00~~ 18,800.00 toward the women-owned goal.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay, Vice President

RECEIVED
MAY -1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cc Kay Turner

9797

P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR AUTHORIZATION~~

1. FEDERAL-AID PROJECT NO.: F-16(4)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Lake

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40166

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR

Orig w/ Ki
att
4/11

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/4/84	Primary 16	Primary 19

10. GENERAL LOCATION:

Loveless Creek - Hunters Lodge Section

11. GENERAL DESCRIPTION OF WORK

Grading and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items shown in your "PS&E" Estimate dated 3/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,337,530. Regular Federal-aid matching ratio, appropriation code 010 in amount of $2,060,532 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $276,998.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/4/84	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9797

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 29, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40166
Project No. F-16(4) WIDEN - OVERLAY
Loveless Creek-Hunters Lodge Section
Fremont Highway
Lake County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1984 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

DRH:cm

Attachments

cc: D. D. Allen (Region 4)
General Files

Form 734-3122

7797

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: March 22, 1984

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: Loveless Creek-Hunters Lodge

Last week our archeologist, Richard Pettigrew, surveyed the proposed Loveless Creek-Hunters Lodge project. One archaeology site was discovered within the project construction zone. The site is judged to be significant and will need to be avoided or mitigated.

The archaeology site is located between stations 532 and 535 on a bluff on top of a road cut on the Northwest side of the highway. The soils at this location are loose and erodible. Any disturbance of the existing cut face will cause damage upslope and into the archaeology site.

Discussion with Norm Cuno indicated that no work is presently planned on the Northwest side of the highway in the area of the site. If this remains the plan, and the contractor is prohibited from using any of the off road area Northwest of stations 530 to 537, the project can proceed with no further archaeologic work.

In the event that the project design impacts the archaeology site, we will require additional time to test, evaluate and mitigate the site. Final clearance for the project, if the site is impacted, could not be obtained before mid-summer.

In order to safeguard the site from disturbance by collectors, the contract specifications or instructions from the project manager to the contractor should not identify the area as an archeologic site.

CG:PD:gc

cc: Dale Allen, Region 4
Le Gilsen, SHPO

cp made (for)

1 Versteeg ✓
Anderson
copy Adams
copy Macnab
1 Edwards
Terpin
2 Trent
[illegible]

RECEIVED
MAR 23 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

1984 Beltline Rd. to Bertelsen 9798
Rd. Sec., Roosevelt Blvd. in
Eugene (gr,pav,sign,ill,sig)

9 7 9 8

jc cc: OSHD (P[illegible]lien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/4/86	Richard R. Arnold, Area Engineer	M-1308(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/27/85	6/6/86	100 %	223 DAYS

LOCATION
Beltline Rd. - Bertelson Road - Roosevelt Boulevard

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELTLINE ROAD - BERTELSEN ROAD
ROOSEVELT BOULEVARD
Grading, Paving, Signing, Signals and Illumination

Work completed under this project consisted of roadbed grading, treated base, asphalt concrete pavement, signing, illumination and traffic signals. A contract in the amount of $471,015.86 was awarded Eugene Sand & Gravel, Inc. on 5/22/84. Work began on 6/19/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 2/27/85 at a final cost of $514,812.38 or approximately 5.2% below the authorized amount of $542,803.38.

A total of 223 calendar days were used in completing the work as compared to the 200 calendar days provided for under the contract. An additional 23 calendar days were approved by the State on 5/13/85.

Project records indicate that all materials incorporated into the work were tested and found to be in reasonably close conformance with specification requirements.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office opy of this report.

- RRA -

NOTED
V E SCHWA

RECEIVED
STATE HWY ENGR
NOV 10 '86
REFER TO Fredrickson

Ag
11/12

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 11/7/86	TITLE District Engineer B	DATE 11/7/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

July 3, 1986

CON 5 - #9798

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Contract No. 9798 awarded to Eugene Sand & Gravel, Inc. for work on the Beltline Road to Bertelsen Road (in Eugene) Section of Roosevelt Boulevard in Lane County was completed on December 13, 1965, and accepted by the State Highway Division on June 6, 1986.

Final payment in the amount of $2,559.81 will be released to the contractor after July 9, 1986. The total contract amount is $455,027.66 including $4,803.52 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9798

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9798

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1986 duplicate

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9798, On Site Work Substantially Completed February 27, 1985

All Work Completed December 13, 1985

Project Beltline Road to Bertelsen Road

Highway City Street (Roosevelt Blvd.)

County Lane

Type of Work Grade, Pave, Sign, Illumination, and Signals

Contractor Eugene Sand and Gravel, Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1st one of 6/6 lost in mail

7-3-86 - Surety letter written.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81.125.1307

9-7-8
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20116

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 12, 1986

8. FEDERAL ROUTE NUMBER FAU 1308

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Beltline Road - Bertelson Road Section

11. GENERAL DESCRIPTION OF WORK

Project Monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/12/86 as requested in Mr. Fredrickson's letter of 4/10/86 as being cost effective for the use of City of Eugene forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $3,000; Federal Funds $2,644.

RECEIVED
STAT HWY ENGR
APR 23 '86
REFER TO Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Orig to
4/23

14. DATE 4/21/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9772

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: March 31, 1986

In Reply Refer to
File No.:

CON 5
9798

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-1308(2)

Contract 9798, Work Completed February 27, 1985

Project Beltline Road to Bertelsen Road

Highway City Street (Roosevelt Blvd.)

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-11-86
2B

G. K. Hasson
for Dale E. Wilken
Division Administrator

BMW:kjm

cc: E. S. Hunter ✓
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR

APR 8 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-2023 (2-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:

CON 5

Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
P. O. Box 1067
Eugene, OR 97440

Re: Time Extension Request
Beltline-Bertelsen Road
Contract No. 9798
FAP No. M-1308(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 23 calendar days is granted due to the performance of extra and additional work.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix/attach.
Doug Greene/attach. - Note contract number
Jack H. Guthrie/attach.
FHWA/attach.
Bruce Walton

TE/165

Form 734-3122

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: March 22, 1985

FROM: W. J. Quinn w.J. Quinn by gjc
Region Construction Engineer

SUBJECT: Request for Time Extension
Beltline - Bertelsen
Contract No. ~~9851~~ 9798

CE EO DAE.....
COE..... OM.....
OE..............
CA..............
CAM.............
EEO.............

RECEIVED
MAR 25 1985
CONSTRUCTION
SECTION

LS......TC......
SA......CC......
FE......CP......
POC.............
OCS.............
FILE............

I have reviewed the request for a time extension on subject project and I agree with the City of Eugene, that a 23-day extension of time is justified. The State and City caused the contractor to be delayed by requiring a new mast arm and by relocating a light base.

5-10-85

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend a 23 CD time extension due to the performance of extra and additional work

wjq:cjb

-1207

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-1308(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
20116

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/15/84

8. FEDERAL ROUTE NUMBER
FAU 1308

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Beltline Road - Bertelson Road Section

11. GENERAL DESCRIPTION OF WORK
Power Source for Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/15/84 as requested in Mr. Fredrickson's letter of 4/11/85 as being cost effective for the use of Eugene Water and Electric Board forces to proceed with the above work. State Force Order No. 5 representing work performed by Eugene Water and Electric Board is approved for a TEC of $4,500 - Federal funds $3,967.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE
4/24/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
for Division Administrator

FORM PR-1260
(Rev. 12-76)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20116

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/31/85

8. FEDERAL ROUTE NUMBER FAU 1308

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Beltline Road - Bertelson Road Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install traffic control signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/31/85 as requested in Mr. Fredrickson's letter of 4/11/85 as being cost effective for the use State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,500 - Federal funds $1,322.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

14. DATE 4/24/85

15. SIGNATURE OF APPROVING OFFICIAL C F Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9798

1P

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) BELTLINE RD TO BERTELSEN RD	CONTRACT NO. 9798
HIGHWAY ROOSEVELT BLVD — COUNTY LANE	PREFIX 020-1090
CONTRACTOR'S NAME AND ADDRESS EUGENE SAND & GRAVEL CO PO BOX 1067 EUGENE OR 97440	F.A. PROJECT NO. M-1308 (2) DATE PREPARED 3-28-85 EXTRA WORK ORDER NO. 4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

REMOVE A PORTION OF EXTRUDED CURB AT BELTLINE INTERSECTION THAT WAS LOCATED TO CLOSE TO THE TRAFFIC LANE

LOCATION OF WORK (STATION NUMBERS) —

STATION 182+00 R 20 BELTLINE RD.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

LABOR & EQUIPMENT $200.00

SPECIFICATIONS AND OTHER PROVISIONS —

STANDARD SPECIFICATIONS

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

PROJECT AUTHORIZATION	$ 542,803.38
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER.	$ 540,808.21
ESTIMATED OVERRUN / UNDERRUN 1 %	$ 1,995.17

SUBMITTED BY (RESIDENT ENGINEER)
Jack H. Guthrie.

APPROVAL RECOMMENDED (REGION)

APPROVED (CONSTRUCTION) — DATE 3-29-85

APPROVAL RECOMMENDED

DS 4-2-85

655

734-3208 (REV. 2-81)

7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

1P

PROJECT NAME (SECTION): BELTLINE RD to BERTELSEN RD
CONTRACT NO.: 9798
HIGHWAY: ROOSEVELT BLVD
COUNTY: LANE
PREFIX: 020 - 1090
CONTRACTOR'S NAME AND ADDRESS:
EUGENE SAND & GRAVEL CO.
P.O. BOX 1067
EUGENE OR 97440
F.A. PROJECT NO.: M - 1308 (2)
DATE PREPARED: 3-11-85
EXTRA WORK ORDER NO.: ~~EWO~~ #3

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Construct an additional lumin~~eir~~aire base, move existing J. Box, splice existing conduit, cut existing conduit, pull in one (1) section of wire, abandon existing base to 1' below finish curb grade.

LOCATION OF WORK (STATION NUMBERS) —

Abandon light base at station 16 + 70

Construct a new light base at station 16 + 20±

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor, materials & equipment $2,800.00

SPECIFICATIONS AND OTHER PROVISIONS —

Standard specifications 109.07

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

PROJECT AUTHORIZATION: $ 542,803.38
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER: $ 540,590.17
ESTIMATED OVERRUN / UNDERRUN: 1 % $ 2,195.17

SUBMITTED BY (RESIDENT ENGINEER): Jack H. Guthrie
APPROVAL RECOMMENDED (REGION): W. J. Irvin
APPROVED (CONSTRUCTION): Donald Weimer
DATE: 3-29-85
APPROVAL RECOMMENDED: DS 4-2-85

655

734-3208 (REV. 2-81)

9798 !

+

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Beltline Road to Bertelsen Road	WEEK ENDING: March 2, 1985.	SECTION PREFIX 020-1090
HIGHWAY Roosevelt Boulevard	COUNTY Lane	
NAME OF JOB Paving Roosevelt Boulevard	KIND OF WORK Grade, Pave, Sign illumination & Signals	
CONTRACTOR Eugene Sand & Gravel, Inc.	CONTRACT NUMBER 9798	FEDERAL AID PROJECT NUMBER M-1308 (2)
DATE OF CONTRACT May 22, 1984	DATE WORK STARTED June 19, 1984	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: –	SPECIFIED WORK DAYS 200 CD	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 225
PROJECT AUTHORIZATION: $ 542,803.38	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113
EXCLUSIVE OF ENGINEERING: $ 499,761.70	ENGINEERING AUTHORIZATION $ 43,041.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 459,587.06	ENGINEERING COST TO DATE $ 35,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: 2-27-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	CTB SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			0.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.5	0.5			0.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,054 CY	16,143 SY			4,183 TN
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7021	16143			4183
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cldy	0		Wait for signal Turn on
MONDAY	"			
TUESDAY	"			
WEDNESDAY	Sunny	1		"Signal Turn on"
THURSDAY	"			
FRIDAY	"			
SATURDAY	"	0		F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Work
MONDAY 25	"
TUESDAY 26	"
WEDNESDAY 27	Signal Turn On & Sign Installation.
THURSDAY 28	Sign Installation
FRIDAY 1	No Work
SATURDAY 2	"

REMARKS

2ND NOTIFICATION - 2/27/85

SIGNED Jack W. Guthrie LOCATION City of Eugene

PRIME RESIDENT SUBMIT 5 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SU[illegible] [illegible]IES

ROAD DESIGN SECTION

December 11, 1984

City of Eugene
858 Pearl Street
Eugene, OR 97401

Attn: Jack Guthrie

Attached for your use in construction inspection is one set of type "A" permanent sign shop drawings for use on the Beltline Rd-Bertelsen Road Project, Contract No. 9798. The drawings are approved as noted.

One set of the drawings has been forwarded under separate cover to Traffic Safety Supply Company for sign fabrication. Also, a set of drawings was forwarded to Mr. Don Wackerbarth's office for use in shop inspection of the signs.

Richard A. Kuehn, P.E.
Final Design Engineer

Atchs.

RAK:AA:bn

sent 12/17 GN

bcc: C.O. Fredrickson
J. J. Gix
Andy Anderson

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Weberlig

RECEIVED
DEC 17 1984
ROAD DESIGN SECTION

Do Not File ☐
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.9798

STATE COPY

TO BE COMPLETED BY FHWA		STATE
6-47	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-1-84	Oregon
		COUNTY Lane
		PROJECT NO. M-1308(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beltline Rd.-Bertelsen Rd. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	0.519

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 542,803.00	$ 478,481.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXX For: W.S. Coulter, P.E.
By

State Highway Engineer
(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Dale E. Wilken
(Division Administrator)

~~For~~: Dale E. Wilken

Date executed by Division Administrator JUN 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon May 24, 1984

Federal-Aid Project No. M-1308(2)

Beltline Rd.-Bertelsen Rd. Section
Roosevelt Blvd.
Lane County

Project Agreement Estimate

Type Code 1000
Roadway (Sta. "L2" 0+25 to Sta. "L2" 27+63.10)

Mobilization	Lump Sum	All	Lump Sum	$ 9,250.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,850.00
General Excavation	Cu. Yd.	7,054	2.21	15,589.34
Treated Base	Sq. Yd.	16,143	8.43	136,085.49
Class "B" and Class "C" Asphalt Concrete	Ton	4,183	27.00	112,941.00
36-inch Culvert Pipe	Lin. Ft.	100	50.00	5,000.00
12-inch Sewer Pipe	Lin. Ft.	200	17.50	3,500.00
36-inch Sewer Pipe	Lin. Ft.	155	46.25	7,168.75
42-inch Sewer Pipe	Lin. Ft.	75	59.50	4,462.50
Concrete Outlet Structure	Each	3	600.00	1,800.00
Concrete Inlets, Type 4A	Each	3	575.00	1,725.00
Standard Catch Basin	Each	5	500.00	2,500.00
Concrete Curb with 1.5 Foot Gutter	Lin. Ft.	107	10.00	1,070.00
Concrete Curb with 4.5 Foot Gutter	Lin. Ft.	2,036	10.00	20,360.00
Extended Curb Without Gutter	Lin. Ft.	672	1.24	833.28
Concrete Barrier	Lin. Ft.	2,625	17.00	44,625.00
Loose Riprap, Class 100	Cu. Yd.	200	16.00	3,200.00
Filter Blanket	Cu. Yd.	67	15.00	1,005.00
SIGNING				
Wood Sign Posts	Lump Sum	All	Lump Sum	800.00
Type "A" Signs in Place	Sq. Ft.	42	23.00	966.00
Type "D" Signs in Place	Sq. Ft.	79	5.50	434.50
Type "EE" Signs in Place	Sq. Ft.	7	7.00	49.00
Type "I" Signs in Place	Sq. Ft.	16	6.00	96.00
Roadway Illumination	Lump Sum	All	Lump Sum	36,000.00
				$ 417,810.86

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 2,800.00
Remove Pavement Striping (Existing & Temp.)	Lump Sum	All	Lump Sum	1,000.00
Roadside Seeding & Mulching	Lump Sum	All	Lump Sum	1,000.00
				$ 4,800.00
			Subtotal	$ 422,610.86
			Engineering	57,052.14
			Total	$ 479,663.00

Type Code Y031
Traffic Signals (1 Location)

Traffic Signal Installation, Complete	All Required	$ 53,205.00

Anticipated Items

City Furnished Signal Program	All Required	$ 500.00
Signal Controller Testing & Turn-on	All Required	1,925.00
		$ 2,425.00
	Subtotal	$ 55,630.00
	Engineering	7,510.00
	Total	$ 63,140.00

Length of Roadway	0.519 mi.
Cost of Roadway Per Mile	$ 924,206.17

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 479,663.00	$ 422,823.00	$ 28,420.00	$ 28,420.00
Signals	63,140.00	55,658.00	3,741.00	3,741.00
Total	$ 542,803.00	$ 478,481.00	$ 32,161.00	$ 32,161.00

Group 1 98%; Group 8 2%*
Contract No. 9798
Prefix: 20-8282 P.E.
Prefix: 20-1090

*State portion of Group 8 only.

CL:bkb

9.798 1

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES **DATE:** May 9, 1984

H. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 26, 1984 Bid Letting

[illegible] Rd -
[illegible] Rd.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 26, 1984 on the following projects:

1. District 1~~2~~3 Oiling
   Various Hghways, Baker and Wallowa Counties
   Oiling.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. 122nd Avenue-Rock Creek
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure.

   Multi-lane construction. Eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. N.E. Garden Valley Boulevard-N.E. Diamond Lake Boulevard
   Oakland-Shady Highway, Douglas County
   Paving.

   Overlay.

   Same as No. 1.

4. District 14 Oiling
   John Day, Pendleton-John Day, Whitney,
   John Day-Burns and Central Oregon Highways
   Grant and Harney Counties
   Oiling.

   Same as No. 1.

Contains Recycled Materials

5. Project Postponed.

6. Ferris Gulch-Long Gulch
   Jacksonville Highway, Jackson County
   Paving.

   Overlay.

   Same as No. 1.

7. Loveless Creek-Hunters Lodge
   Fremont Highway, Lake County
   Grading and Paving.

   Eleven-foot travel lanes. Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 2.

8. Beltline Road-Bertelsen Road
   Roosevelt Boulevard, Lane County
   Grading, Paving and Signals.

   City Street. Curb side bicycle lanes and pedestrian signals on this project.

9. Springfield-Creswell Highway Junction-SPRR O'Xing
   Willamette Highway, Lane County
   Paving.

   Overlay.

   Same as No. 1.

10. McKenzie Highway @ McVay Highway
    McKenzie Highway, Lane County
    Grading, Paving, Signing and Signals.

    Intersection improvement. Sidewalks and pedestrian signals will be installed for bicycle and pedestrian use.

11. Marion County Line-Bugaboo Road
    North Santiam Highway, Linn County
    Paving.

    Twelve-foot lanes with three-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 2.

12. Mt. Angel-Abiqua Creek
Hillsboro-Silverton Highway, Marion County
Paving.

Overlay.

Same as No. 1.

13. Pieper Canyon-Heppner
Heppner Highway, Morrow County
Oiling.

Same as No. 1.

14. Arterial Street Overlay Project No. 5
City Streets in Portland, Multnomah County
Paving.

Same as No. 1.

15. North Fork Trask River Bridge
Trask River Road, Tillamook County
Grading, Paving and Structure.

Twelve-foot lanes with four-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 2.

16. Meacham Undercrossing
Meacham Frontage Road
Bridge Rail Replacement.

Same as No. 1.

17. Grande Ronde River (Upper Perry) Bridge
Old Oregon Trail Highway, Union County
Bridge Repair.

Same as No. 1.

18. Powers Junction-Shields Creek and Powers Junction-Warner Creek
Coos Bay-Roseburg Highway, Coos and Douglas Counties
Paving and Guardrail.

Overlay.

Same as No. 1.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9798

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-1308(2)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Lane

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20116

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO Potter
FOR

Info	[illegible]	R/D	O/R	Sign	Act	File

Original ack 4/11

7. DATE AUTHORIZATION EFFECTIVE: 4/4/84

8. FEDERAL ROUTE NUMBER: FAU 1308

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Beltline Road - ~~Beaverton~~ Bertelson Road Section

11. GENERAL DESCRIPTION OF WORK:
Grade, drain, pave, traffic signals and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/16/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $652,634, Federal Funds $575,294.

A signed copy of the Title Sheet is returned herewith.

14. DATE: 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9798

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1984

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 20116
Project No. M-1308(2)
Beltline Rd.-Bertelson Rd. Section
Roosevelt Blvd. (FAU 1308)
Lane County

G.P. [illegible] [illegible]

Attached support data consists of PR-1 form, project map and traffic signal warrants.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 22, 1984.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:pf
Attachments

cc: J. J. Gix, Region 3
Gary Zehner, w/attach.
General Files

Form 734-3122

9798

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: EXECUTIVE DEPARTMENT
FEDERAL-AID COORDINATION UNIT

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
20116	M-1308(2)	Beltline Rd.-Bertelsen Rd. # 7910-2-510

JLG:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

Eugene

ROAD DESIGN SECTION 378-6558 DES 16

Jack Ayres
Federal Aid Specialist, Region III

July 12, 1982

Lyle K. Wilson for
D. R. Adams
Final Design Engineer

Beltline Road to
Bertelsen Road Section
Roosevelt Blvd. (City of Eugene)
Lane County

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trou
A

RECEIVED
JUL 12 1982
ROAD DESIGN SECTION

Do No
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Action

Returned is a print of the subject plans on which required revisions or suggested changes are shown in red.

The following are required revisions:

Grout detail for barrier.
Barrier transition.
Grout hole required in barrier.
Sidewalk ramp detail.
Signatures on title sheet.
Temporary protection and direction of traffic must be in the plans or the specifications.

Please revise the originals accordingly and transmit them to us for further processing.

DNS:rlr
Attachments

cc: Norm Henry

1792

CON 26-10
Eugene
SP

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 9, 1982
Salem, Oregon 97310

FILE: DES 1 ½ 5

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Surfacing Design - Beltline Rd. - Bertlesen Rd. Section, Roosevelt Blvd.

TO: Memo To The Files

The City of Eugene's Surfacing Design for this project has been reviewed and found to be suitable.

This design was based on our design procedure, using an R value of 5 and a Traffic Coefficient of 9.0. The city's design of 4 inches A.C. and 12 inches of C.T.B. is for 20 years.

JTS:tb

cc: FHWA
Location Engineer
Final Design Engineer
Region 3
Region Geologist
Materials
Designer

REFERRED TO
Beard 2 Stoudenmeyer
Cole Mann
Erikson 1 Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

RECEIVED
JUL 9 1982
ROAD DESIGN SECTION

1 Anderson
Adams
Sullivan
Turpin

Do Not File
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Bring Up / /
Action

1984 Springfield-Creswell Hwy. 9799
Jct.-SPRR O'Xing Sec, Willamette
Hwy. (paving)

9799

November 15, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9799

Contract No. 9799 awarded to Wildish Construction Co. for paving on the Springfield-Creswell Highway Junction-SPRR Overcrossing Section of the Willamette Highway in Lane County was completed on February 6, 1985 and accepted by the State Highway Division on November 5, 1985.

Final payment in the amount of $9,012.96 will be released to the contractor after November 20, 1985. The total contract amount is $466,167.22 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD
11-15-85 ac

9799

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 5, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9799 . On Site Work Substantially Completed July 17, 1984

All Work Completed February 6, 1985

Project Springfield/Creswell Hwy. Jct.-SPRR O'xing.

Highway Willamette

County Lane

Type of Work Paving

Contractor Wildish Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

Report # 23

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Springfield Creswell Hwy to SPRR O-Xing	WEEK ENDING January 5, 1985
		SECTION PREFIX 20-1557
	HIGHWAY Willamette	COUNTY Lane
NAME OF JOB Springfield Creswell Hwy - SPRR O-Xing	KIND OF WORK Asphaltic Concrete Overlay (Paving)	
CONTRACTOR Wildish Construction Company	CONTRACT NUMBER 9799	FEDERAL AID PROJECT NUMBER N/A
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED 12 June 1984	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 60
PROJECT AUTHORIZATION: $ 548,277.64	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 504,801.88	ENGINEERING AUTHORIZATION $ 43,475.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 467,154.26	ENGINEERING COST TO DATE $ 49,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT: UNDERRUN 6 %	PERCENT OF AUTHORIZATION 106 %	DATE PROJECT WAS COMPLETED: 17 July 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
--------	--------	--------	--------	100	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,837 Tons			14,280 Tons
TOTAL QUANTITIES CORRECTED TO DATE		1,847			14,280 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,847			13,670
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 6/12/84.
MONDAY				Second Notification - 7/17/84.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE .... RECEIVED LS .... TC ....
COE .... OM .... SA .... CC ....
OE .... JAN 7 1985 FE .... CP ....
CA .... FQC ....
CAM .... CONSTRUCTION QCS ....
EEO .... SECTION FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

12/30/84 SUNDAY	
12/31/84 MONDAY	No Activity this week.
1/1/85 TUESDAY	
1/2/85 WEDNESDAY	
1/3/85 THURSDAY	
1/4/85 FRIDAY	
1/5/85 SATURDAY	

REMARKS

First Notification - 6/12/84.

Second Notification - 7/17/84.
Semi-final submitted on 1/4/85.
This will be the last report.

SIGNED Robert G Paul LOCATION Eugene
D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

18

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

LANE Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Springfield/Creswell Int.-SPRR O'Xing

REGION
3

HWY # 18

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	20-1557	1-4-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 9500	$ 9,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 20,000	$ 15,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX
N/A

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of a title sheet, typical section and specifications for an overlay over subject section by contract construction.

1 Versteeg ✓
Anderson
Cy to Bud Adams
Cy Macnab
2 Edwards Stoudamayer
Turpin
3 Trout
Ly Wakerlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY Luttrell	DATE 1-4-84	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED. REGION ENGINEER X	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X [illegible]	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LOU

PROJE◠ PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02266

SECTION Spfld./Creswell Int.-SPRR O'Xing			REGION 3 1-4-84
STATE HIGHWAY # 18	HIGHWAY NAME Willamette	MILE POST FROM 5.74 TO 8.05	LENGTH 2.31
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 58	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 20	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 350	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	NA
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	NA
15% ~~10%~~ ENGINEERING & CONTINGENCIES	$ 52	DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 402	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ 422			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	8000	---
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

This section of highway has a very poor surface rating and is cracking and deteriorating under heavy truck traffic

PROPOSED SOLUTION

A 5" thick overlay will give this section the needed strength and surface condition a very good rating.

REQUESTED, REGION ENGINEER X	DATE 1-4-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Spfld/Creswell Int.-SPRR O'Xing

REGION
3

1-4-84

PROJECT JUSTIFICATION

By overlaying this time, the surface condition and load limit of this section can be upgraded to very good. The project will bring this section out of the very poor rating.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE
KEY ID #

SECTION Spfld/Creswell Int.-SPRR O'Xing	REGION 3 1-4-84

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)		STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY					
ACQUISITIONS		RELOCATIONS		UTILITIES	N (LIST BELOW)
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	COMPANIES	
0	0	0	0		

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			11	0	11			4				
				4			12	0	12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Commercial Mix AC		5"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Spfld./Creswell Int.-SPRR O'Xing

REGION
3 1-4-84

ESTIMATED RIGHT-OF-WAY IMPACTS

There is no R/W involved in this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

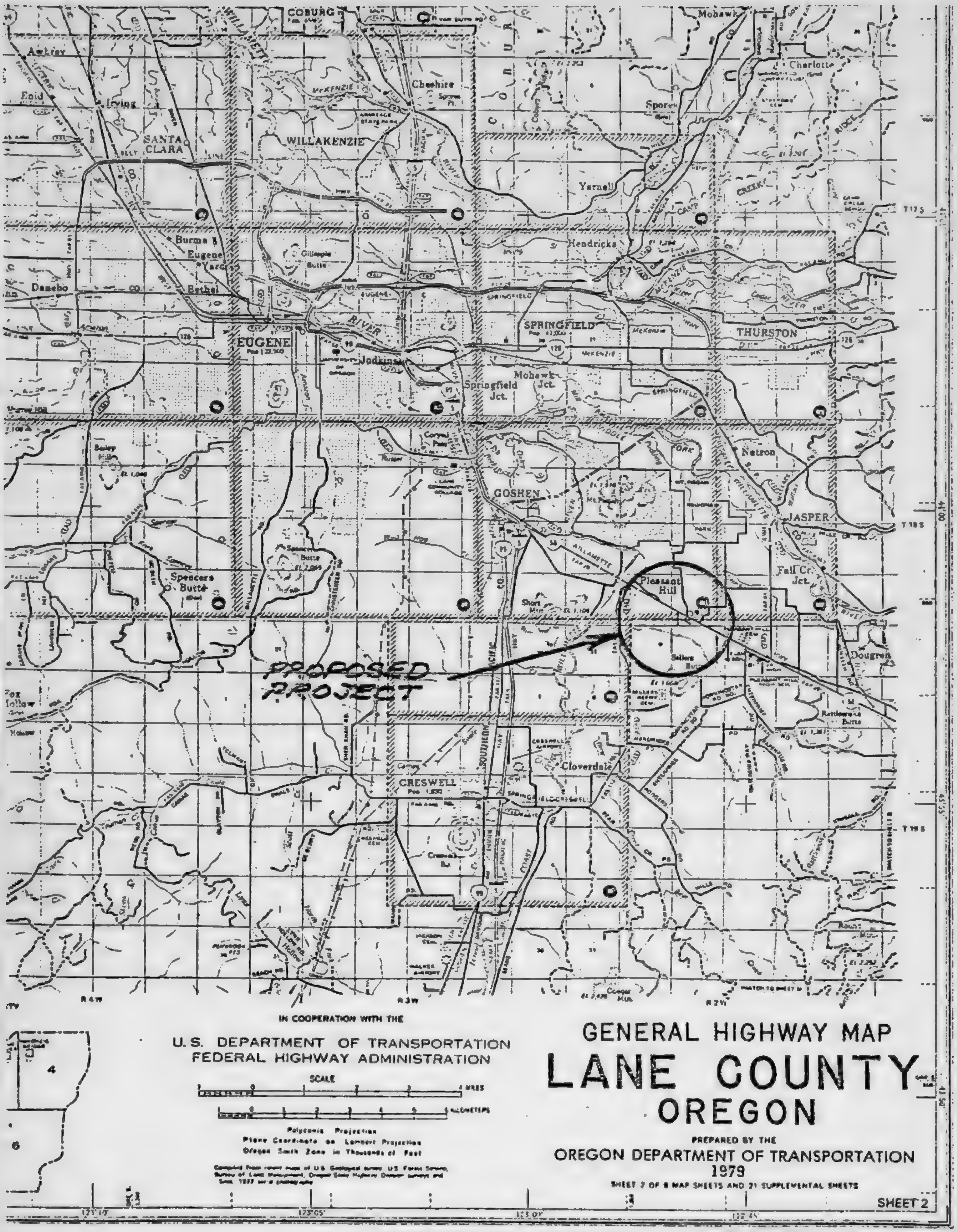
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY		TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x Ste J Luttrell	1-4-84	440-3399	

734-1913 (7-82)


COBURG
Mohawk
Armitage
Charlotte
Enid
Irving
Cheshire
Spores
SANTA CLARA
WILLAKENZIE
Yarnell
Hendricks
Burma & Eugene Yard
Gillespie Butte
Danebo
Bethel
SPRINGFIELD
THURSTON
EUGENE
Judkins
RIVER
Springfield Jct.
Mohawk Jct.
Bailey Hill
Natron
GOSHEN
Mt. Pisgah
JASPER
Spencer Butte
Spencers Butte
Pleasant Hill
Fall Cr. Jct.
Short Mtn.
Sellars Butte
Dougren
PROPOSED PROJECT
Fox Hollow
Rattlesnake Butte
CRESWELL
Cloverdale
Creswell Bu.
R 4 W
R 3 W
R 2 W
T 17 S
T 18 S
T 19 S
4
6
SCALE
MILES
KILOMETERS
123°10'
123°05'
123°00'
122°45'

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

Compiled from recent maps of U.S. Geological Survey, U.S. Forest Service, Bureau of Land Management, Oregon State Highway Division surveys and [illegible], 1977 aerial photography

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
1979

SHEET 2 OF 8 MAP SHEETS AND 21 SUPPLEMENTAL SHEETS

SHEET 2

1984 McKenzie Hwy. @ McVay Hwy. 9800
Sec, McKenzie Hwy. adj. to WCL
of Springfield (gr,pav,sign,sig, lan)

9800

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-84	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 7	3-11-87	Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 237,301	$ 232,701
Federal funds	$ 204,570	$ 209,430
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 9, 1987

Gen File

FEDERAL AID PROJECT NO. HES-1120(3)

MC KENZIE HWY. @ MC VAY HWY. SEC.
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 16,590.00

TYPE CODE Y008
CHANNELIZATION (STA. "LE" 243+75 TO "LE" 248+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 13.25	482	$ 6,386.50	782	$10,361.50
Furnish & Placing Topsoil	14.00	280	3,920.00	381.79	5,345.00
Total Increase			$10,306.50		$15,706.50

Subtotal, including engineering, from previous estimate of July 28, 1986 $ 150,913.00
Increase 5,400.00
Total $ 156,313.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Total, including engineering, from previous estimate of July 29, 1986 $ 59,798.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 16,590.00	$ 14,931.00	$ 1,659.00
Channelization	141	156,313.00	140,681.00	15,632.00
Signal	141	59,798.00	53,818.00	5,980.00
Total		$ 232,701.00	$ 209,430.00	$ 23,271.00

Sub. Job 010: 0%; Sub. Job 011: 91%; Sub. Job 010: 0%; Sub. Job 011: 91%
Contract No. C09800
Prefix: C020-1914
Prefix: C09800
DDB:bkb

9200

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 8 62		County LANE
PROJECT REPORT NUMBER		Project Number HES-1120(3)
MODIFICATION NUMBER 6		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-11-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 234,491	$ 227,301
Federal funds	$ 211,041	$ 204,570
Other revisions		

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs and to reduce funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of AUG, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 28, 1986

FEDERAL AID PROJECT NO. HES-1120(3)

McKENZIE HIGHWAY @ McVAY HIGHWAY SECTION
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 16,590.00

TYPE CODE Y008
CHANNELIZATION (Sta. LE 243+75 to Sta. LE 248+73)

SUBTOTAL from Estimate of January 23, 1986		$144,456.30
	Engineering	6,456.70
	TOTAL	$150,913.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 Location)

TOTAL as on Estimate of October 16, 1984	$ 59,798.00

Length of Project ------------ 0.0 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	141	$ 16,590.00	$ 14,931.00	$ 1,659.00
Channelization	141	150,913.00	135,821.00	15,092.00
Signal	141	59,798.00	53,818.00	5,980.00
TOTAL		$227,301.00	$204,570.00	$22,731.00

Group 1: 91%; Group 8: 9%
Contract No. 9800
Prefix: 20-1914 (PE)
Prefix: C09800

Appn Code: 151

RLC:pf

9800

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-140 PROJECT REPORT NUMBER MODIFICATION NUMBER 5	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 19 83.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 220,010.00	$ 234,491.00
Federal funds	$ 198,009.00	$ 211,041.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1986

FEDERAL AID PROJECT NO. HES-1120(3)

McKenzie Highway @ McVay Highway Section
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering All Required $ 14,000.00

TYPE CODE Y008
Channelization (Sta. LE243+75 to Sta. LE 248+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$20.00	240	$4,800.00	339	$ 6,780.00
Furnishing and Placing Topsoil	14.00	280	3,920.00	456	6,384.00
8-inch Storm Sewer Pipe	16.00	16	256.00	168	2,688.00
Relocate Pole #8 (P.A. #3A)	--	--	--	100%	1,488.70
Adj. Irrigation System (F.A. #1)	--	--	--		5,115.63
			$8,976.00		$22,456.33

Increase	$ 13,480.33
Subtotal from Estimate of May 21, 1985	130,975.97
Subtotal	$144,456.30
Engineering	16,236.70
Total	$160,693.00

TYPE CODE Y031
Traffic Signal (1 location)

Total as on Estimate of October 16, 1984 $ 59,798.00

Length of Project ----------------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering		$ 14,000.00	$ 12,600.00	$ 1,400.00
Channelization		160,693.00	144,623.00	16,070.00
Signal		59,798.00	53,818.00	5,980.00
Total		$234,491.00	$211,041.00	$23,450.00

Group 1: 91%; Group 8: 9%
Contract No. 9800
Prefix: 20-1914 P.E.
Prefix: 20-1089
Appn Code: 141

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-168	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 4		Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 204,000.00	$ 220,010.00
Federal funds	$ 183,599.00	$ 198,009.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager
(Title)

~~By~~ For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 21, 1985

FEDERAL AID PROJECT NO. HES-1120(3)

McKenzie Hwy. @ McVay Hwy. Section
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering
Preliminary Engineering All Required $14,000.00

Type Code Y008
Channelization (Sta. LE 243+75 to Sta. LE 248+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation $	13.25	482	$ 6,386.50	780	$ 10,335.00
Concrete Walks	16.00	525	8,400.00	604	9,664.00
PA #1 Install Flashing Beacon	10,798.00	---	---	All	10,798.00
		Subotals	$ 14,786.50		$ 30,797.00

Increase	$ 16,010.50
Subtotal of Previous Estimate	114,965.47
Subtotal	$ 130,975.97
Engineering	15,236.03
Total	$ 146,212.00

Type Code Y031
Traffic Signal (1 Location)

Total as on Estimate of October 16, 1984 $ 59,798.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering		$ 14,000.00	$ 12,600.00	$ 1,400.00
Channelization		146,212.00	131,591.00	14,621.00
Signal		59,798.00	53,818.00	5,980.00
Total		$ 220,010.00	$ 198,009.00	$ 22,001

Group 1: 91% Group 8: 9%
Contract No. 9800
Prefix: 20-1914 PE
Prefix: 20-1089

DDB:jc

McK[illegible]ZIE HWY. @ McVAY HWY. (SPRINGFI[illegible]) **STATE COPY**

20-1089

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-30		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LANE
MODIFICATION NUMBER 3		Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 204,000	$ 204,000
Federal funds	$ 204,000	$ 183,599
Other revisions		Appn Code 141

(Note: Additional Federal Funds Collected - $4,025.44)

This modification is made for the following reasons: "The project agreement executed 8-18-83, and modified on 8-21-84 & 10-22-84 is modified to decrease Federal-aid participation to 90 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9800

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-242	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	10-22-84	County LANE
MODIFICATION NUMBER 2		Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 194,297	$ 204,000
Federal funds	$ 174,867	$ 183,599
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 16, 1984

FEDERAL AID PROJECT NO. HES-1120(3)

McKENZIE HWY. AT McVAY HWY. SECTION
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 14,000.00

TYPE CODE Y008
CHANNELIZATION (Sta. LE 243+75 to Sta. LE 248+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Install Flashing Beacon (PA #1)	$10,798.14	--	$ --	100%	$ 10,798.14
SUBTOTALS			$ - 0 -		$ 10,798.14

Increase	$ 10,798.14
SUBTOTAL from Estimate of May 15, 1984	104,167.33
SUBTOTAL	$ 114,965.7
Engineering	15,236.5
TOTAL	$ 130,202.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

TOTAL as on Estimate of May 15, 1984	$ 59,798.00
Length of Project	0.0 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 14,000.00	$ 12,600.00	$ 1,400.00
Channelization	130,202.00	117,181.00	13,021.00
Signal	59,798.00	53,818.00	5,980.00
TOTAL	$204,000.00	$183,599.00	$20,401.00

Group 1: 91%; Group 8: 9%
Contract No. 9800
Prefix: 20-1914
Prefix: 20-1089

WH:pf

.....9800

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-137	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LANE
MODIFICATION NUMBER 1	5-21-84	Project Number HES-1120(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,000	$194,297
Federal funds	$ 12,600	$174,867 *

Other revisions * See back for additional provisions.

This modification is made for the following reasons:

To include contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

FOR Manager, Program Section
(Title)

FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $18,030. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 90 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 15, 1984

FEDERAL AID PROJECT NO. HES-1120(3)

McKENZIE HWY. AT McVAY HWY. SECTION
McKENZIE HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering	All Required		$ 14,000.00

TYPE CODE Y008
CHANNELIZATION (Sta. LE 243+75 to Sta. LE 248+73)

Mobilization	All Required		$ 9,600.00	
Temporary Protection and Direction of Traffic	All Required		3,000.00	
Temporary Signs	194 Sq. Ft.	8.00	1,552.00	
Temporary Barricades	20 Each	65.00	1,300.00	
Temporary Plastic Safety Markers	15 Each	35.00	525.00	
Flaggers	240 Hour	20.00	4,800.00	
Removal of Structures and Obstructions	All Required		10,000.00	
General Excavation	482 Cu. Yd.	13.25	6,386.50	
Trench Excavation	27 Cu. Yd.	16.00	432.00	
Finishing Roadbed and Slopes	All Required		1,000.00	
Furnishing and Placing Topsoil	280 Cu. Yd.	14.00	3,920.00	
Treated Base	625 Ton	18.75	11,718.75	
Class "C" Asphalt Concrete	225 Ton	49.00	11,025.00	
8-inch Storm Sewer Pipe	16 Lin. Ft.	16.00	256.00	
12-inch Storm Sewer Pipe	60 Lin. Ft.	21.00	1,260.00	
Extra for Pipe Under Pavement	30 Lin. Ft.	13.00	390.00	
Concrete Inlets, Type "CG-1"	4 Each	560.00	2,240.00	
Concrete Walks	525 Sq. Yd.	16.00	8,400.00	G-8
Concrete Curbs	1,590 Lin. Ft.	6.50	10,335.00	
Removal of Existing Sign Installations	All Required		403.00	
Wood Sign Posts	All Required		1,795.00	
Type "C" and "D" Signs in Place	58 Sq. Ft.	9.00	522.00	
Type "EE" and "F" Signs in Place	35 Sq. Ft.	11.00	385.00	
Type "U" Signs in Place	119 Sq. Ft.	18.00	2,142.00	

Furnishing and Planting Deciduous Trees	13 Each	54.76	711.88
Furnishing and Planting Shrubs	1,290 Each	4.68	6,037.20
Bark Mulch	20 Unit	78.80	1,576.00
Seeded Lawn	All Required		655.00
			$102,367.33

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	300.00
		$ 1,800.00
	SUBTOTAL	$104,167.33
	Engineering	14,061.67
	TOTAL	$118,229.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Traffic Signal Installation, Complete	All Required	$ 50,061.00	6-8 4655.67
		$ 50,061.00	

ANTICIPATED ITEMS

State Furnished Software	All Required	$ 700.00
Signal Controller Testing	All Required	1,925.00
		$ 2,625.00
	SUBTOTAL	$ 52,686.00
	Engineering	7,112.00
	TOTAL	$ 59,798.00

Length of Project ----------------- 0.00 mi.

RETAINED IN RESERVE

Permanent Signing	All Required	$ 1,000.00
Adjust Irrigation System	All Required	1,000.00
	SUBTOTAL	$ 2,000.00
	Engineering	270.00
	TOTAL	$ 2,270.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 14,000	$ 12,600	$ 1,400
Channelization	118,229	106,406	11,823
Signal	59,798	53,818	5,980
SUBTOTAL	$192,027	$172,824	$19,203
Reserve	2,270	2,043	227
TOTAL	$194,297	$174,867	$19,430

Group 1: ~~100%~~ 91% [illegible] 9%
Contract No. 9800
Prefix: 20-1914
Prefix: 20-1089

CL:WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
8-43

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Lane
Project No.: HES-1120(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 126, Jct. McVay Hwy. (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-6-83	0.15
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,000.00	$ 12,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXXFor: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator AUG 19 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon July 27, 1983

Federal-Aid Project No. HES-1120(3)

McKenzie Hwy. @ McVay Hwy. (Springfield) Section
McKenzie Hwy. in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 14,000.00
		Total	$ 14,000.00

Length of Project 0.15 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 14,000.00	$ 12,600.00	$ 1,400.00
Retain in Program			
Contract Work	113,000.00	101,700.00	11,300.00
Total	$ 127,000.00	$ 114,300.00	$ 12,700.00

Group 1 100%
Prefix: 20-1910

48

jc cc OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 11/4/86	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-1120(3)
COMPLETION DATE (Actual) 3/27/85	ACCEPTANCE DATE BY CONRTACT AGENCY 7/28/86	TIME ELAPSED 100 %	CONTRACT TIME 200 C.D.
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 11 '86
REFER TO
12/12 Fredrickson
FOR
Info | Inves | R/U | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
V. E. SCHWARTZ
by

MC KENZIE HIGHWAY @ MC VAY
MC KENZIE HIGHWAY
Grading, Paving, Signal & Landscaping

Work completed under this project consisted of roadbed grading, treated base, asphalt concrete construction of curbs and walks, installation of permanent signs, traffic signal installation and landscape improvement.

A contract in the amount of $152,428.33 was awarded Eugene Sand and Gravel, Inc. on May 4, 1984. Work began on July 10, 1984 and was completed in reasonably close conformance with the approved plans specifications, including approved changes, (except for work required during the establishment period) on March 27, 1985 at a final estimated cost of $215,674.15 or approximately 1/2 percent below the authorized amount of $216,398.53.

This project contained two completion dates as follows:

(a) all roadway and signing work to be completed by 9/15/84, and
(b) all work except for plant establishment to be completed within 200 calendar days.

A 27 day calendar time extension under phase (a) was approved by the State on 2/1/85.

Project records indicate that all materials incorporated into the work were tested and/or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. There were no significant overruns or underruns on this project. A copy of the State's explanation is attached to the Division Office copy of this report.

- RRA -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 11/7/86	TITLE District Engineer B	DATE 12/10/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1120(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30147

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 7, 1986

8. FEDERAL ROUTE NUMBER FAU 1120

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
McKenzie Highway at McVay Hwy (Springfield)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 7/28/86 we approve the revised Preliminary Engineering costs to a TEC of $16,590; Federal Funds $14,931.

(Increase TEC $2,590; Federal Funds $2,331)

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO Potter
FOR
Info Inves R/D J/R Sign Vet File

Orig to
8/13

14. DATE 8/11/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9800

August 5, 1986

CON 5 - #9800

Travelers Indemnity Co.
Suety Department
111 S.W. Fifth, #1600
Portland, OR 97204

Contract No. 9800 awarded to Eugene Sand & Gravel, Inc. for work on the McKenzie Highway at McVay Highway in Lane County was completed on November 28, 1985, and accepted by the State Highway Division on July 28, 1986.

Final payment in the amount of $3,001.40 will be released to the contractor after August 11, 1986. The total contract amount is $177,973.04 including $6,223.39 for work performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract.

George Bell
Assistant Director

cc: Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9800

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9800

TO: Robert Gormsen
Manager, Commission Services

DATE: July 28, 1986

EJ Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9800 ,	On Site Work Substantially Completed March 27, 1985
All Work Completed	November 28, 1985	
Project	McKenzie Hwy. @ McVay Hwy.	
Highway	McKenzie	
County	Lane	
Type of Work	Grade, Pave, Sign, Signal & Landscape	
Contractor	Eugene Sand & Gravel, Inc.	

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9800

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9800

DATE: June 11, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-1120(3)

Contract 9800, Work Completed March 27, 1985

Project McKenzie Hwy. @ McVay Hwy.

Highway McKenzie

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-9-86
213

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
JUN 16 '86
REFER TO
FOR
Info | Inves | R/D | J R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
JUN 11 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

CEIVED
HWY ENGR
APR 25 '86
REFER TO
Fredrickson
FO

Dy 5/1

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Quinn, Greene and Lindley; OSHD			
DATE OF INSPECTION 1/9/86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-1120(3)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 111%	WORK COMPLETED 100 %

Info | Inves | R/D | D/R | Sign | Act | File

MC KENZIE HIGHWAY @ MC VAY
MC KENZIE HIGHWAY
Grading, Paving, Signal & Landscaping

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of roadbed grading, treated base, asphalt concrete construction of curbs and walks, installation permanent signs, traffic signal installation and landscape improvement.

A contract in the amount of $152,428.33 was awarded Eugene Sand and Gravel, Inc. on May 4, 1984. Work began on July 10, 1984 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, (except for work required during the establishment period) on March 27, 1985 at a final estimated cost of $240,000 or approximately 2 percent above the authorized amount of $234,491.

This project contained two completion dates as follows:
- (a) all roadway and signing work to be completed by 9/15/84, and
- (b) all work except for plant establishment to be completed within 200 calendar days.

A 27 calendar day time extension under phase (a) was approved by the State on 2/1/85.

Project records indicate that all materials incorporated into the work were tested and/or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. All significant overruns and underruns will be discussed in the final acceptance report.

All work required under the plant establishment requirements of the contract has been completed in a satisfactory manner and final acceptance of the contract work is recommended.

- WNB -

9800 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKenzie Hwy @ McVay

WEEK ENDING: November 9, 1985

SECTION PREFIX: EA# C09800

HIGHWAY: McVay Highway

COUNTY: Lane

NAME OF JOB: McKenzie Hwy. @ McVay

KIND OF WORK: Grading, Paving, Signal, Landscaping

CONTRACTOR: Eugene Sand & Gravel

CONTRACT NUMBER: 9800

FEDERAL AID PROJECT NUMBER: HES-1120(3)

DATE OF CONTRACT: May 4, 1984

DATE WORK STARTED: July 10, 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: (b) 200

CALENDAR DAYS USED: (b) 223

SPECIFIED COMPLETION DATE: (a) February 5, 1985

PERCENT OF TIME ELAPSED: (b) 112

PROJECT AUTHORIZATION: $ 216,398.53

EXCLUSIVE OF ENGINEERING: $ 190,898.53

ENGINEERING AUTHORIZATION $ 25,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 192,000.00

ENGINEERING COST TO DATE $ 25,000.00

This Office .19,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 0.5%

PERCENT OF AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: MAR. 27, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	Landscap.
	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	482 C.Y.	625 Tons			225 Tons
TOTAL QUANTITIES CORRECTED TO DATE	500 C.Y.	627 Tons			221 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500 C.Y.	627 Tons			221 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

EA # C09800 Report #69 DATE: Nov. 9, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/03/85 SUNDAY	No activity this week.
11/04/85 MONDAY	
11/05/85 TUESDAY	
11/06/85 WEDNESDAY	
11/07/85 THURSDAY	
11/08/85 FRIDAY	
11/09/85 SATURDAY	

REMARKS

STATUS: First Notification - 7/10/84

Second Notification - Phase (a) 1/29/85.

Second Notification - Phase (b) 3/27/85.

Waiting for certs & payroll documentation to submit semifinal.

SIGNED Robert G. Paul LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 11, 1985

In Reply Refer to
File No.: CON 5

TO: Oregon Transportation Commission

E S Hunter

FROM: for H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
McKenzie Hwy. @ McVay Hwy. Section
McKenzie Highway, Lane County
Contract No. 9800

This federal aid hazard elimination project is nearly finished, with completion anticipated later this spring. It now appears that the final cost will exceed the project authorization by $36,100 or twenty percent.

Safe operation of the intersection required installation of a flashing beacon to alert drivers to increased congestion. This requirement was not included in the project plans and the installation added $10,800 to the cost of the project.

Contract plans required removal of the existing pavement and quantities were calculated on the basis of 6 inch depth. The pavement was found to be up to 13 inches deep and the resulting increase in excavation quantities added more than $5,600 to the cost of the project.

Adjustment of the existing irrigation system was anticipated but the extent and cost of the work required were underestimated in setting up the project authorization. The work required was more nearly the installation of an entirely new system than an adjustment of the existing system. The extra cost of this item added approximately $5,000 to the cost of the project.

Addition of a run of storm sewer line to handle a drainage problem, an overrun of topsoil required to construct the project to planned elevations, and an overrun in flagging time which developed in coping with traffic from three different directions all combined to add another $6,200 to the cost of the project.

The amount of construction engineering expenses required were increased by the need to properly monitor, inspect and document the additional work required to construct the project.

Form 734-3122

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $36,100.00 to a new total of $216,398.53. This matter will be on the consent calendar for the February 26 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 11, 1985

FROM: O.B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
McKenzie Hwy. @ McVay Hwy. Section
McKenzie Highway, Lane County
Contract No. 9800

NOTED
W. E. SCHWARTZ

This federal aid hazard elimination project is nearly finished, with completion anticipated later this spring. It now appears that the final cost will exceed the project authorization by $36,100 or twenty percent.

Safe operation of the intersection required installation of a flashing beacon to alert drivers to increased congestion. This requirement was not included in the project plans and the installation added $10,800 to the cost of the project.

Contract plans required removal of the existing pavement and quantities were calculated on the basis of 6 inch depth. The pavement was found to be up to 13 inches deep and the resulting increase in excavation quantities added more than $5,600 to the cost of the project.

Adjustment of the existing irrigation system was anticipated but the extent and cost of the work required were underestimated in setting up the project authorization. The work required was more nearly the installation of an entirely new system than an adjustment of the existing system. The extra cost of this item added approximately $5,000 to the cost of the project.

Addition of a run of storm sewer line to handle a drainage problem, an overrun of topsoil required to construct the project to planned elevations, and an overrun in flagging time which developed in coping with traffic from three different directions all combined to add another $6,200 to the cost of the project.

The amount of construction engineering expenses required were increased by the need to properly monitor, inspect and document the additional work required to construct the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $36,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix D. W. Greene B. M. Walton W. F. Cobine

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1985

In Reply Refer to File No.:
CON 5

Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
P. O. Box 1067
Eugene, OR 97440

Re: Time Extension Request
McKenzie Highway @ McVay Highway
Contract No. 9800
FAP No. HES-1120(3)

At your request we have reviewed our previous decision on your requested time adjustment for completion of phase "a" of the above contract. Our further analysis indicates that your request for additional contract time due to the necessity to provide for a temporary traffic signal does have merit. A contract time adjustment of an additional 27 calendar days is therefore granted for completion of phase "a" of this contract. The contract time of completion for phase "b" of the contract remains unaltered at 200 calendar days.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	Jim Gix	w/att.
	Doug Greene	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: December 7, 1984

FROM: W. J. Quinn ORIGINAL SIGNED BY W.J. QUINN
Region Construction Engineer

SUBJECT: McKenzie Highway @ McVay Highway
McKenzie Highway
Contract No. 9800
Lane County

This is the second submission of a request by Eugene Sand and Gravel for a time extension because of a delay caused by the absence of a temporary traffic signal.

I earlier recommended that the time extension be denied because I didn't believe the State was obligated to install a temporary traffic signal during stage construction at the intersection of the McKenzie and McVay Highways. I was correct in this assumption, but I failed to realize that the contractor would have to be issued a stop work order because dangerous conditions would have existed if the construction plans were followed.

After reviewing the Project Manager's explanation and conducting an interview with the Region Traffic Supervisor, I now recommend an extension of 27 days be granted to the contract as requested.

wjq/ba

cc: D. Greene

1-31-85

W. E. Schwartz -
I concur with Region and Project Manager and recommend a 27 C.D. time extension for phase "a". A Temporary signal had to be installed due to a design oversight and this delayed the project.

O. B. Jackman

CE.... CAE.... RECEIVED LS......TC......
COE.... OM.... SA......CC......
OE .... FE......CP......
CA.............. JAN 7 1985 POC..........
CAM .... CONSTRUCTION QCS..........
EEO.............. SECTION FILE..........

ROSEBURG REGION
RECEIVED
DEC -7 1984

RD	RCE	RME	RUS	FAS
RDS	RTS	ATS	TI	RSR
RLE	GEO	RBI	RAS	AA

1

CL 84-277

FILED
DEC 31 1984
NORMA PAULUS
SECRETARY OF STATE

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9800

Tonkon, Torp, Galen, Marmaduke & Booth
Attorneys at Law
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Jeffrey H. Keeney

Gentlemen or Ladies:

This will acknowledge your letter of December 18, 1984, with attached Notice of Claim on behalf of Valmont Industries, Inc., concerning the following Highway Division contract:

FILED BY:	Valmont Industries, Inc.
AMOUNT:	$8,899.00
FOR:	Material
AGAINST (Prime contractor)	Eugene Sand & Gravel, Inc.
CONTRACT NO.:	9800
PROJECT:	McKenzie Highway at McVay Highway in Lane County
SURETY:	Travelers Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. As requested we are also attaching the verification card.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attachment
cc: Eugene Sand & Gravel, Inc.
Travelers Indemnity Co.
Corroon & Black of Oregon

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TONKON, TORP, GALEN, MARMADUKE & BOOTH
LAW OFFICES
1800 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204-1162
(503) 221-1440

TERRY W. BAKER*
BRUCE G. BERNING
OWEN D. BLANK
BRIAN G. BOOTH*
STUART M. BROWN
MARK L. CUSHING
JOYLE C. DAHL*
P. STEVEN DOPP
THOMAS W. FENNER
JOHN E. FROHNMAYER*
MORRIS J. GALEN*
RONALD L. GREENMAN*
JEFFREY E. HARMES
CAROL DEY HIBBS
MICHAEL R. HOWARD
JOEL S. KAPLAN

*A PROFESSIONAL CORPORATION

JEFFREY H. KEENEY
BARBEE B. LYON*
DON H. MARMADUKE*
WILLIAM F. MARTSON, JR.*
MICHAEL M. MORGAN*
JANET C. NEUMAN
JON W. NICKEL*
INGOLF NOTO
GARY D. PUTNAM
JOHN H. ROSENFELD
SCOTT G. SEIDMAN
KENNETH D. STEPHENS
MOE M. TONKON
FREDERICK H. TORP
JOSEPH S. VOBORIL*
MARJORY A. WALL

December 18, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim on Contractor's Bond

Dear Sir or Madam:

Enclosed are three Notices of Claim on Contractor's Bond submitted on behalf of Valmont Industries, Inc. The Notices are filed in connection with electrical products supplied by Valmont to R&R Excavating Co., Inc., Eugene Sand & Gravel, Inc. and Rogue River Paving Co., general contractors on three state highway projects.

Please file the Notices in the proper records, and return the verification cards completed with the appropriate filing information to the undersigned.

Thank you for your cooperation. Please call if you have any questions.

9800
9734
9788

Very truly yours,

Jeffrey Keeney

Jeffrey H. Keeney

JHK:jc
Enclosures

cc w/enc: Mr. Mark F. Enenbach

CERTIFIED
P 713 935 226
MAIL

RECEIVED
DEC 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON CONTRACTOR'S BOND

TO: Department of Transportation
RE: Contract No. 9800

Notice hereby is given that the undersigned, Valmont Industries, Inc., has a claim for certain materials, including traffic signal structures consisting of mast arm poles, traffic arm shafts and luminaire arm shafts, in the sum of Eight Thousand Eight Hundred Ninety-Nine Dollars ($8,899) against the bond taken from Eugene Sand & Gravel, Inc. and Travelers Indemnity Co. for work performed on the McKenzie Highway at McVay Highway.

DATED this 18th day of December, 1984.

VALMONT INDUSTRIES, INC.

By
Jeffrey H. Keeney
Attorney for Claimant
Valmont Industries, Inc.

RECEIVED
DE
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U.S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1120(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30147

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/84
8. FEDERAL ROUTE NUMBER FAU 1120
9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:

McKenzie Highway at McVay Highway (Springfield)

11. GENERAL DESCRIPTION OF WORK

Install temporary 3 phase traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/3/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $2,000; Federal Funds $1,800.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
11/27

14. DATE 11/26/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

October 22, 1984

CON

Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
P.O. Box 1067
Eugene, Oregon 97440

Time Extension Request
McKenzie Hwy. @ McVay Hwy.
Contract No. 9800
FAP No. HES-1120(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 28 calendar days for completion of phase "a" of the contract due to "delay to resolve and install temporary three phase traffic signal to allow designated staging to proceed." An analysis of this project indicates that any delay to completion of phase "a" was the result of your failure to perform and your request for additional contract time is accordingly denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Doug Greene.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Doug Greene w/att.

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C.O. Fredrickson
Construction Engineer

DATE: October 10, 1984

FROM: W.J. Quinn
Region Construction Engineer

SUBJECT: McKenzie Hwy.@ McVay Hwy.
Time Extension
Contract No. 9800

I am attaching a memo from Doug Greene regarding the subject project. I agree with Doug in extending this contract to September 23, 1984, because of the holiday shutdown order. I disagree with his reasoning for the additional time, however.

The contractor could have worked from August 6 through August 28, 1984, if he installed temporary signals at his expense. The State installed temporary signals at our expense because I did not want to inconvenience the public through the winter at this intersection. The State was not obligated to install the signal.

wjq/ba

Attach.

10-15-84

W. E. Schwartz -

The holiday "stop work" order is properly accounted for on the time charge statements. I concur with Region that this request be denied.

O. B. Jackson

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___
CA ___ SA ___ CE ___
OCT 15 1984
CAM ___ PE ___
CP ___ MA ___
CONSTRUCTION SECTION
EEO ___ OCS ___
FILE ___

15

ROAD DESIGN SECTION

D. W. Greene
Project Manager

August 24, 1984

Donald R. Adams, P.E.
Final Design Engineer

Material Submittals
McKenzie Highway at McVay Highway
McKenzie Highway
Lane County
Contract No. 9800

Attached are two sets of shop drawings of type "U" signs for use on the subject project, approved as noted.

These drawings were hand delivered to this office by Gaynet Melsheimer, of Gaynetco.

The sign fabricator has been supplied with an approved set of these drawings under separate cover. You should retain one set of the drawings for field inspection purposes and forward one set to Don Wackerbarth's office for shop inspection of the signs.

AA:bn

Atchs.

cc: C. O. Fredrickson
J. J. Gix

bn bcc: Andy Anderson

9800

May 18, 1984

Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

CON 5
#9800

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9800 for grading, paving, signing, signal and landscaping on the McKenzie Highway at McVay Highway of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: The Travelers Indemnity Co.
Surety Dept.
707 SW Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 SW 4th Avenue
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
JanicePeterson
James Gix
Doug Greene
L. E. George
Merle Anderson

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 · (503) 683-6400
3000 DELTA HIGHWAY NORTH

April 27, 1984

Department of Transportation
Oregon State Highway Division
State Transportation Building Room 121

Attn: Robert Gormsen

RE: McKenzie Hwy. at McVay Highway #9800

Gentlemen:

As required by Supplemental Contract Provisions, paragraph 5, please find below Eugene Sand & Gravel, Inc. documentation of Disadvantaged Business Enterprise participation on the above referenced project.

D.B.E. Subcontractor:

Minority Contractors Incorporated
P.O. Box 1573
Medford, Oregon 97501

Work to be performed:

Item No.	Item	Qty	Unit Price	Amount
3	Temporary Signs	194 SF	$ 7.50	$1,455.00
4	Temporary Barricades	20 EA	$65.00	$1,300.00
5	Plastic Safety Markers	15 EA	$50.00	$ 750.00
21	Remove Exhisting Signs	LS	----	$ 350.00
22	Wood Sign Posts	LS	----	$ 560.00
23	Type C & D Signs	58 SF	$ 9.50	$ 551.00
24	Type EE & F Signs	35 SF	$13.00	$ 455.00
25	Type U Signs	119 SF	$12.00	$1,428.00
6	Flaggers	50 HR	$19.00	$ 950.00
	Total			$7,799.00

Percent of Contract Amount: 5.1%

Women Owned Business Subcontractor

Paddock Bauer Nursery
1566 Main Street
Springfield, OR 97477

Work to be performed:

Item NO.	Item	Quantity	Unit Price	Amount
27	Deciduous Trees	13 EA	$54.76	$ 711.88
28	Shrubs	1290 EA	$ 4.68	$6,037.20
29	Bark Mulch	20 Units	$78.80	$1,576.00
30	Seeded Lawn	LS	-----	$ 655.00
	Total			$8,980.08

Precent of Contract Amount: 5.9%

Please contact us if you have any questions at 683-5741.

Sincerely

Curt Offenbacher

Curt Offenbacher
Chief Estimator
Construction Department
Eugene Sand & Gravel, Inc.

CO/jk

CC: Minority Contractors
Paddock Bauer
Doug Green

RECEIVED
APR 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

.9800

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: May 9, 1984

FROM: H. S. Coulter
State Highway Engineer

H S Coulter

SUBJECT: Footpaths and Bicycle Trails
April 26, 1984 Bid Letting

McKenzie Hwy. @ McKay Hwy.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 26, 1984 on the following projects:

1. District 1~~2~~3 Oiling
   Various Hghways, Baker and Wallowa Counties
   Oiling.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. 122nd Avenue-Rock Creek
   Clackamas Highway, Clackamas County
   Grading, Paving and Structure.

   Multi-lane construction. Eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. N.E. Garden Valley Boulevard-N.E. Diamond Lake Boulevard
   Oakland-Shady Highway, Douglas County
   Paving.

   Overlay.

   Same as No. 1.

4. District 14 Oiling
   John Day, Pendleton-John Day, Whitney,
   John Day-Burns and Central Oregon Highways
   Grant and Harney Counties
   Oiling.

   Same as No. 1.

Contains Recycled Materials

5. Project Postponed.

6. Ferris Gulch-Long Gulch
   Jacksonville Highway, Jackson County
   Paving.

   Overlay.

   Same as No. 1.

7. Loveless Creek-Hunters Lodge
   Fremont Highway, Lake County
   Grading and Paving.

   Eleven-foot travel lanes. Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 2.

8. Beltline Road-Bertelsen Road
   Roosevelt Boulevard, Lane County
   Grading, Paving and Signals.

   City Street. Curb side bicycle lanes and pedestrian signals on this project.

9. Springfield-Creswell Highway Junction-SPRR O'Xing
   Willamette Highway, Lane County
   Paving.

   Overlay.

   Same as No. 1.

10. McKenzie Highway @ McVay Highway
    McKenzie Highway, Lane County
    Grading, Paving, Signing and Signals.

    Intersection improvement. Sidewalks and pedestrian signals will be installed for bicycle and pedestrian use.

11. Marion County Line-Bugaboo Road
    North Santiam Highway, Linn County
    Paving.

    Twelve-foot lanes with three-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 2.

12. Mt. Angel-Abiqua Creek
Hillsboro-Silverton Highway, Marion County
Paving.

Overlay.

Same as No. 1.

13. Pieper Canyon-Heppner
Heppner Highway, Morrow County
Oiling.

Same as No. 1.

14. Arterial Street Overlay Project No. 5
City Streets in Portland, Multnomah County
Paving.

Same as No. 1.

15. North Fork Trask River Bridge
Trask River Road, Tillamook County
Grading, Paving and Structure.

Twelve-foot lanes with four-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 2.

16. Meacham Undercrossing
Meacham Frontage Road
Bridge Rail Replacement.

Same as No. 1.

17. Grande Ronde River (Upper Perry) Bridge
Old Oregon Trail Highway, Union County
Bridge Repair.

Same as No. 1.

18. Powers Junction-Shields Creek and Powers Junction-Warner Creek
Coos Bay-Roseburg Highway, Coos and Douglas Counties
Paving and Guardrail.

Overlay.

Same as No. 1.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9800
rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1120(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30147

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 4/4/84

8. FEDERAL ROUTE NUMBER FAU 1120

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
McKenzie Highway at McVay Highway (Springfield)

11. GENERAL DESCRIPTION OF WORK
Grade, pave, signing, signal and landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $178,340. Regular Federal-aid matching ratio, appropriation code 141 in amount of $160,506 and increased Federal share (P.L. 97-424 Section 145) appropriation code 14M in amount of $17,834.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rn 9800

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1120(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30147

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-6-83

8. FEDERAL ROUTE NUMBER FAU 1120

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:

McKenzie Highway at McVay Highway (Springfield) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $14,000,FF $12,600
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/28/83.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig to
7/14

14. DATE 7-5-83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4800

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30147
Project No. HES-1120(3)
McKenzie Hwy. @ McVay Hwy. (Springfield) Sec.
Lane County

Attached data consists of PR-1 forms with project maps, narrative, Safety Priority Index System sheet, collision diagram and sketch map.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $14,000 with an obligation of $12,600 in Federal Funds.

DRH:bks
Attachments
cc: L.E. George
James J. Gix (Region 3)
General Files

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 26, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
McKenzie Highway
M.P. 1.10 to M.P. 1.15

A project has been requested to revise the channelization and the traffic signal on the subject highway at its intersection with the McVay Highway.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	McKenzie Highway at McVay Highway Lane County	$120,000	$108,000	$12,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. George
Traffic Engineer

L. E. GEORGE

RHB:ds
Attachment

5-2-83
orig. to Gronnsen
cy George
files

RECEIVED
STATE HWY ENGR
APR 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

NOTED BY
D. R. WEAVER

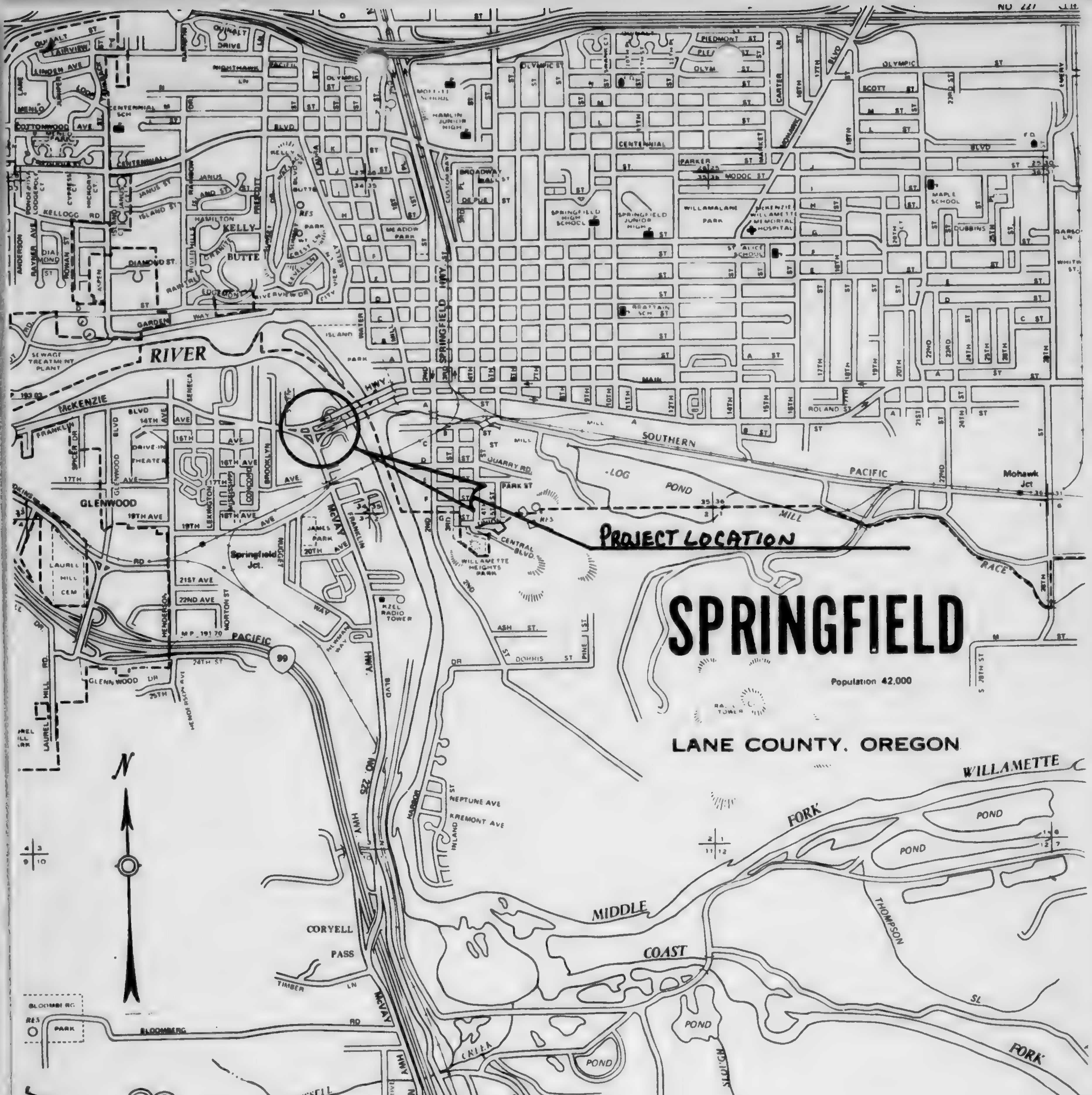
for State Highway Engineer

Date: 5-2-83

RECEIVED
MAY 2 1983
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

81-125-1387


SPRINGFIELD
Population 42,000
LANE COUNTY, OREGON
PROJECT LOCATION
N
RIVER
WILLAMETTE
MIDDLE
FORK
COAST
FORK
SL
SOUTHERN
PACIFIC
MILL
RACE
LOG
POND
GLENWOOD
Springfield Jct.
CORYELL
PASS
LANE COMMUNITY
COLLEGE
MOHAWK
Jct
SPRINGFIELD HWY
MCVAY HWY
NO 225
NO 1
5
99
THOMPSON
SEAVEY
LOOP
RUSSELL
BLOOMBERG
FRANKLIN
MAIN
CENTENNIAL
KELLY
BUTTE
SEWAGE
TREATMENT
PLANT
LAUREL
HILL
CEM
SPRINGFIELD
HIGH
SCHOOL
SPRINGFIELD
JUNIOR
HIGH
WILLAMALANE
PARK
MCKENZIE
WILLAMETTE
MEMORIAL
HOSPITAL
WILLAMETTE
HEIGHTS
PARK
KZEL
RADIO
TOWER
RIVERSIDE
PARK
MAPLE
SCHOOL
HAMLIN
JUNIOR
HIGH

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

15

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION: 3

SECTION: McKenzie Hwy. @ McVay Hwy.

McKenzie Highway

SURVEY AUTHORITY

AUTHORIZATION NO: 1

PREFIX: 20-1914

DATE: 4-5-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3500.00	$ 3,500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$ 1,000
902 CITIZEN'S INVOLVEMENT	N/A		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	N/A		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500.00	500
905 FINAL DESIGN	1,500	1,500	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT	N/A	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	N/A	
910 REGION GEOLOGIST	300.00	300	924 D.O.T.			955 R/W RELOC. ASSISTANCE	N/A	
911 TRAFFIC SECTION	3,000	3,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	N/A		980 PUBLIC HEARING	N/A	
913 RIGHT-OF-WAY LIAISON	N/A		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500.00	500	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 14,000	$ 14,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: HES-1120(3)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of a survey for plans, specs and estimates for a Title II safety project to install a new signal and grading by contract methods.

1 Verstecz ✓
3 Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terrill
4 Trout
2 Wakerlig

RECEIVED
JUL 26 1983
ROAD DESIGN SECTION

Lyle
Do Not File ☐
Return To
Bring Up / /
Action

mc

Approved by Hwy Eng's 5-2-83 - 120,000 Title II

PREPARED BY Steve Littrell	DATE 4-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/20/83
RECOMMENDED, REGION ENGINEER X	DATE 4-8-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-19
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-6-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

MHM 0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION McKenzie Highway @ McVay Highway			REGION 3
STATE HIGHWAY # 15	HIGHWAY NAME McKenzie	MILE POST FROM 1.10 TO 1.25	LENGTH 0.15
☒ URBAN ☐ RURAL	CITY Springfield	COUNTY Lane	ROAD/STREET NAME
ROUTE # ORE 126 Bus	FEDERAL AID # FAU 1120	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 14. ~~6.0~~	GRADING	(✓)		FILES (#)	0
RIGHT OF WAY		$ N/A	PAVING	(✓)		ACRES (#)	0
ROADWAY	$ 15.3		STRUCTURES	(✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 65.0		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 11.0					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 32.1		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 123.4 ~~112.4~~	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 137.4 ~~118.4~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	1	1
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	20,500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

The south to east movement from the McVay Highway entering eastbound McKenzie Highway is a high accident area and also there is a backup of west to south movement from McKenzie Highway onto McVay Highway during peak hours.

PROPOSED SOLUTION

By eliminating connection No. 2 and constructing a left turn refuge with proper signaling, this problem can be alleviated.

REQUESTED, REGION ENGINEER
X J. K. Wilson
DATE 4-8-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
02 MAY 1983		

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION McKenzie Hwy. @ McVay Highway

REGION 3

PROJECT JUSTIFICATION

The subject intersection and more particularly connection No. 2, have been the scene of many rear-end collisions. In addition, peak-hour traffic backs up on westbound McKenzie Highway from those wishing to continue south on McVay Highway. The accident history as shown on collision diagrams and a favorable cost-benefit ratio justifies the project.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
3

SECTION
McKenzie Hwy. @ McVay Hwy.

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	S	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES (LIST BELOW)

COMPANIES
Eugene Water & Elec. Board
Northwest Natural Gas
Pacific Northwest Bell
Glenwood Water District

DESIGN SPEED	DESIGN STANDARDS
35 MPH	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								x								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate Base	18"				
A.C.	4"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3

SECTION McKenzie Hwy. @ McVay Highway

ESTIMATED RIGHT-OF-WAY IMPACTS

None, additional right-of-way is not required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No changes are expected in traffic volumes or flow patterns. The project is proposed for safety improvement at this intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

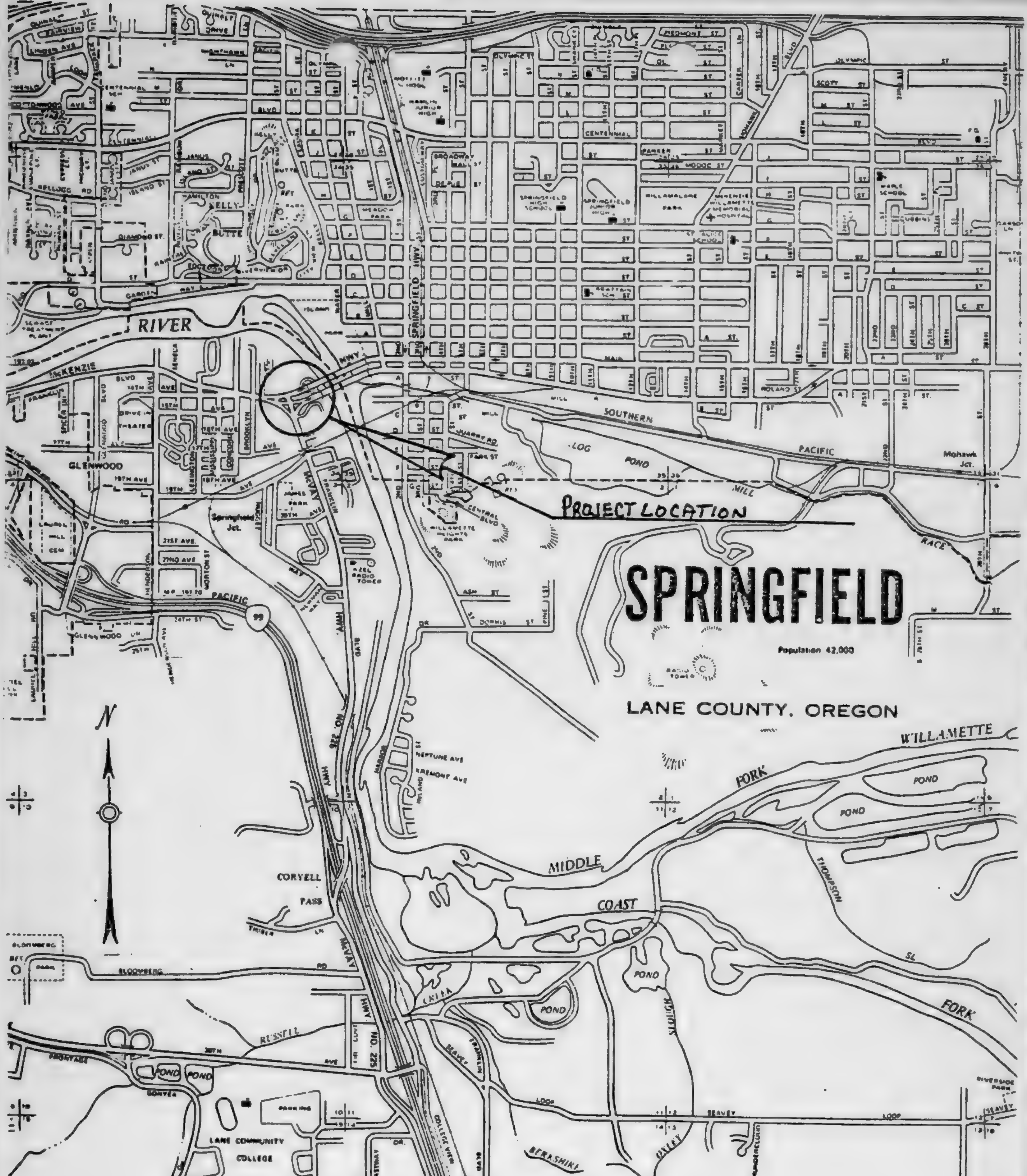
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Stu Littell

TELEPHONE NUMBER 440-3399

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


SPRINGFIELD
Population 42,000
LANE COUNTY, OREGON
PROJECT LOCATION
N
RIVER
MCKENZIE
GLENWOOD
KELLY BUTTE
SPRINGFIELD HWY.
SOUTHERN
PACIFIC
LOG POND
MILL
RACE
Mohawk Jct.
Springfield Jct.
PACIFIC
99
WILLAMETTE
FORK
MIDDLE
COAST
FORK
THOMPSON
SL
POND
SLOUGH
CORYELL
PASS
MCVAY HWY.
NO. 225
BLOOMBERG RD
RUSSELL
30TH AVE
LANE COMMUNITY COLLEGE
SEAVEY LOOP
BERKSHIRE
5
NO. 1
MAIN
CENTENNIAL
OLYMPIC
WILLAMALANE PARK
HARBOR
NEPTUNE AVE
FREMONT AVE
DEL MONTE RD
EL ROBLE RD
EL MANOR RD
DORRIS ST
ASH ST

1984 Marion Co. Line-Bugaboo 9801
Rd. Sec, N. Santiam Hwy.
(paving)

C.L 1986-0126

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 17, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - #9801

Butler-Sealant
11525 East Marginal Way So.
Seattle, WA 98168

Attn: Jose A. Rivera, Jr.
President

We have received your letter dated January 31, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Butler-Sealant Company
AMOUNT:	$4,274.42
AGAINST (Prime contractor):	Fabricators, Incorporated
CONTRACT NO.:	9801
PROJECT:	Marion County Line-Bugaboo Road Section, North Santiam Highway, Linn County
SURETY:	Industrial Indemnity Co.
AGENT:	Rollins Burdick Hunter

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators, Inc.
2705 Lancaster Dr. N.E.
Salem, OR 97305

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

NOTED ON CARD
PR1

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 24 1986
COMMISSION SERVICES
[illegible]

BUTLER-SEALANT
11525 East Marginal Way South • Seattle, Washington 98168 • (206) 433-8991

January 31, 1986

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Marion County Line - Bugaboo Rd.
Contract 9801

Gentlemen:

Notice is hereby given that the undersigned Butler - Sealant Company has a claim in the sum of Four Thousand Two Hundred Seventy-Four dollars & 42 cents against the payment bond of Fabricators, Inc. taken from Industrial Indemnity Company for the work of Marion County Line - Bugaboo Road, Contract No. 9801. Said claim is for subcontract work performed.

Very truly yours,

BUTLER - SEALANT COMPANY

Jose A. Rivera, Jr.
President

JAR:MR/plp

cc: Industrial Indemnity Co.
421 SW 6th Avenue
Portland, Oregon 97204

Fabricators Inc.
2705 Lancaster Drive NE
Salem, Oregon 97305

Attn: Roy L. Houck

RECEIVED
FEB - 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9801

N

November 15, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9801

Contract No. 9801 awarded to Fabricators, Incorporated for paving on the Marion County Line-Bugaboo Road Section of the North Santiam Highway in Linn County was completed on July 15, 1985 and accepted by the State Highway Division on November 6, 1985.

Final payment in the amount of $2,500 will be released to the contractor after November 20, 1985. The total contract amount is $308,613.57 including $4,288.60 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

FKN:arc

NOTED ON CARD
11-15-85 ac

9801

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9801, On Site Work Substantially Completed October 9, 1984

All Work Completed July 15, 1985

Project Marion Co. Line-Bugaboo Road

Highway North Santiam

County Linn

Type of Work Paving

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

9801

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Marion County Line – Bugaboo Rd.	WEEK ENDING July 27, 1985
		SECTION PREFIX C09801
	HIGHWAY N. Santiam	COUNTY Linn
NAME OF JOB Marion County Line–Bugaboo Rd.	KIND OF WORK Paving	
CONTRACTOR Fabricators	CONTRACT NUMBER 9801	FEDERAL AID PROJECT NUMBER State-900
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED August 27, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $393,921.08	SPECIFIED COMPLETION DATE August 31, 1984	PERCENT OF TIME ELAPSED 132
EXCLUSIVE OF ENGINEERING: $328,921.08	ENGINEERING AUTHORIZATION $65,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $328,921.08	ENGINEERING COST TO DATE $65,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: October 5, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Br. Membrane	
100	100	100	100	100	100	82	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.0	3.0			3.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.0	3.0			3.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200 T			1,020 SY	5,400 T
TOTAL QUANTITIES CORRECTED TO DATE	1,500 T			1,019 SY	6,663 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,500 T			1,019 SY	6,663 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6805	6806	6807					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

C F CAE RECEIVED IS ...... C......
COE OM......
SA......CC......
OE ....
JUL [illegible] 1985
FE......CP......
CA..............
FCC..............
CAM .... CONSTRUCTION GCS
EEO.............. SECTION FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is now complete.

Third notification was filed on July 15, 1985.

FINAL REPORT

SIGNED David H Davis LOCATION Albany

For ALVA D. VOHLAND, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: April 3, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Marion County Line - Bugaboo Road Section
North Santiam Highway, Linn County
Contract No. 9801

This state financed overlay project has been completed and it is now apparent that the final cost will exceed the project authorization by $60,800 or eighteen percent.

To upgrade a badly deteriorating section of highway the project was extended one half mile northerly. Increased quantities of base and paving materials were needed and added more than $38,000 to the cost of the project. This additional work has resulted in a significantly improved facility and increased safety for the traveling public.

The balance of the overrun consists primarily of construction engineering costs incurred. In addition to the extra cost incurred in order to properly monitor, inspect and document the added work, the remote location of the project in relation to the project managers office together with a high turnover of personnel combined to cause engineering costs to overrun.

There are sufficient funds available in the category of work. No federal participation is involved in this project.

I recommend that the authorization be increased by $60,800 to a new total of $393,921.08. This matter will be on the consent calendar for the April 17 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 3, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Marion County Line - Bugaboo Road Section
North Santiam Highway, Linn County
Contract No. 9801

This state financed overlay project has been completed and it is now apparent that the final cost will exceed the project authorization by $60,800 or eighteen percent.

To upgrade a badly deteriorating section of highway the project was extended one half mile northerly. Increased quantities of base and paving materials were needed and added more than $38,000 to the cost of the project. This additional work has resulted in a significantly improved facility and increased safety for the traveling public.

The balance of the overrun consists primarily of construction engineering costs incurred. In addition to the extra cost incurred in order to properly monitor, inspect and document the added work, the remote location of the project in relation to the project managers office together with a high turnover of personnel combined to cause engineering costs to overrun.

There are sufficient funds available in the category of work. No federal participation is involved in this project.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $60,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:lmf

Attach.

cc: W. G. Anhorn
A. D. Vohland
B. M. Walton
D. L. Trout

An almost 150% overrun in engineering is still too much. — WES

NOTED
W. E. SCHWARTZ

81-125-1367

Contains Recycled Materials

Februry 19, 1985

Fabricators, Inc.
2705 Lancaster Drive NE
Salem, Oregon 97305

CON

Time Extension Request
Marion County Line - Bugaboo Road
Contract No. 9801

Your request for addtional contract time in which to complete the above project has been carefully reviewed. Your request does not comply with the contract requirements contained in Sections 108.08 and 108.09 of the Standard Specifications and therefore cannot be considered.

There remain 36 calendar days of liquidated damages under this contract.

W. E. Schwartz
Assistant State Highway Engineer
  for Operations

OBJ:mk sl

bc H. S. Coulter
   C. O. Fredrickson
   W. G. Anhorn
   Jack Martin

98-1 163

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Linn Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Linn Co Line - Bugaboo Rd

REGION: 2

Hwy #162 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 22-1555

DATE: 12-07-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for pavement
overlay contract.
Work areas will be separated into two units.
Unit one is MP 60.8 to MP 62.8
Unit two is MP 65.5 to MP 67.4.

1 Versteeg
Anderson
Adams
Macnab
2 ~~Schuermeyer~~ Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Don Thurston	DATE 12-7-83	APPROVED: ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X by Phillip O. [illegible]	DATE 12-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LDC

PROJE[illegible] PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02255

REGION 2

SECTION Linn Co Line - Bugaboo Rd

STATE HIGHWAY # 162	HIGHWAY NAME North Santiam	MILE POST FROM 60.8 TO 67.4	LENGTH 3.9*mi
☐ URBAN ☑ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME
ROUTE # OR 22	FEDERAL AID # 47	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 6	GRADING (✓)		FILES (#)	None
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 153.5		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4.8				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20% ENGINEERING & CONTINGENCIES	$ 31.7		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 190.0	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 196				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	N/A	
SIGNALS (#)	0	
BIKE PATH (Y/N)	N	On Paved Shoulder
AVERAGE DAILY TRAFFIC	1,700	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing paved surface needs overlay.

PROPOSED SOLUTION

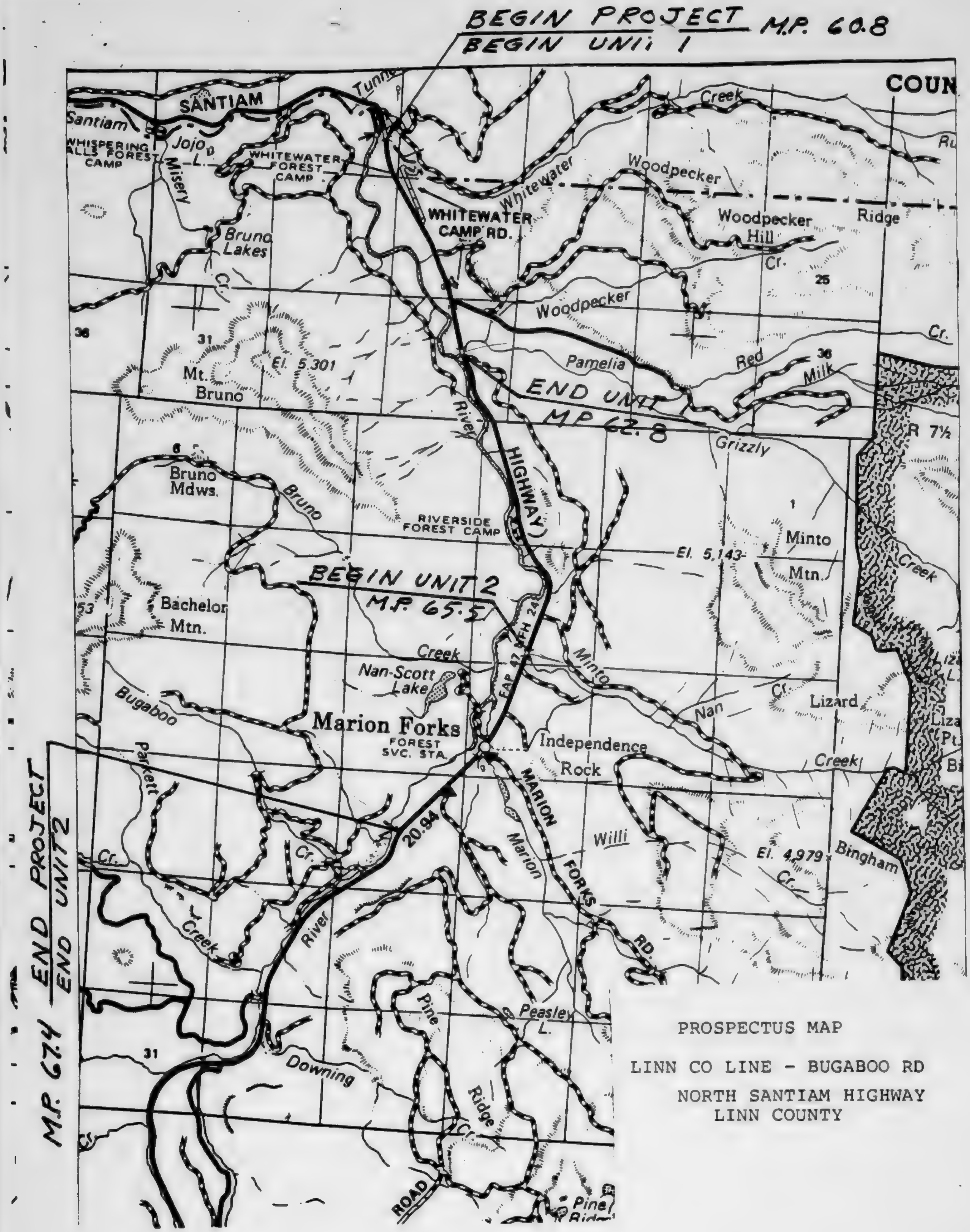
Place a 1-1/2" AC overlay plus leveling.

*Project will be divided into two units.
Unit one is MP 60.8 - MP 62.8
Unit two is MP 65.5 - MP 67.4
1983-1985 Surface Preservation Program.

REQUESTED, REGION ENGINEER x by Phillip O. Sta	DATE 12-4-83
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED. ASST. HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)


BEGIN PROJECT M.P. 60.8
BEGIN UNIT 1
END UNIT 1 MP 62.8
BEGIN UNIT 2 M.P. 65.5
M.P. 67.4 END PROJECT
END UNIT 2
SANTIAM
Santiam
Tunnel
COUN
WHISPERING FALLS FOREST CAMP
Jojo L.
Misery
WHITEWATER FOREST CAMP
Creek
Whitewater
Woodpecker
WHITEWATER CAMP RD.
Woodpecker Hill
Ridge
Bruno Lakes
Cr.
25
Woodpecker
Cr.
36
31
El. 5,301
Mt. Bruno
Pamelia
Red
Milk
36
River
HIGHWAY
Grizzly
R 7½
Bruno Mdws.
Bruno
RIVERSIDE FOREST CAMP
Minto
El. 5,143
Minto Mtn.
Creek
Bachelor Mtn.
FAP 17 FH 24
Minto
Creek
Nan-Scott Lake
Bugaboo
Marion Forks
FOREST SVC. STA.
Independence Rock
Nan
Cr.
Lizard
Creek
Puckett
Cr.
20.94
MARION FORKS RD.
Marion
Willi
El. 4,979
Cr.
Bingham
Cr.
River
Creek
Pine
Peasley L.
31
Downing
Ridge
Cr.
ROAD
Pine Ridge

PROSPECTUS MAP

LINN CO LINE - BUGABOO RD
NORTH SANTIAM HIGHWAY
LINN COUNTY

1984 Mt. Angel-Abiqua Cr. Sec, 9802
Hillsboro-Silverton Highway
(paving)

9802

October 24, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9802

On August 8, 1985, we wrote to you concerning release of final payment on Contract No. 9802 awarded to Comco Const. Co. Oreg. Ltd. dba Salem Road & Driveway Co. for paving on Mt. Angel-Abiqua Creek Section of the Hillsboro-Silverton Highway in Marion County.

Final payment on this contract is $2,975.35 and the total contract amount is $187,208.54. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Const. Co. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, Or 97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
10-24-85 ac

9802

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9802, On Site Work Substantially Completed August 29, 1984

All Work Completed December 12, 1984

Project Mt. Angel-Abiqua Creek

Highway Hillsboro-Silverton

County Marion

Type of Work Paving\

Contractor Comco dba Salem Road & Driveway

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 Surety letter written. 38

Noted.

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Mt. Angel - Abiqua Cr.	WEEK ENDING 12/15/84
		SECTION PREFIX 24-1555
	HIGHWAY Hillsboro-Silverton	COUNTY Marion
NAME OF JOB Mt. Angel-Abiqua Creek	KIND OF WORK Overlay	
CONTRACTOR Salem Road & Driveway	CONTRACT NUMBER 9802	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED August 16, 1984	ESTIMATED COMPLETION DATE August 31, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS 20 20	WORK DAYS USED 18
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 223,541.66	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 90
EXCLUSIVE OF ENGINEERING: $ 205,815.89	ENGINEERING AUTHORIZATION $ 17,725.77	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 192,548.87	ENGINEERING COST TO DATE $ 25,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.5 %	PERCENT OF AUTHORIZATION 141 %	DATE PROJECT WAS COMPLETED: 8-29-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	--------	-------	------	--------	5350
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE ---- RECEIVED LS ---- TC ----
COE ---- OM ----
OE ---- SA ---- CC ----
CA ---- DEC 21 1984 FE ---- CP ----
CAM ---- CONSTRUCTION PQC ----
EEO ---- QCS ✓
SECTION
FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	* * * * * * *
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	* * * * * * *

REMARKS

Project complete.
2nd Notice issued 8-29-84
Semi-final submitted to Region II, 11/20/84, except for narrative, that will be that will be submitted at a later date Payrolls submitted 12/12/84.
3rd Notice issued 12/12/84.
THIS WILL BE THE LAST REPORT!!!

SIGNED LOCATION Salem
Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9802

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

MARION CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Mt Angel - Silverton

REGION: 2

HWY #140 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 24-1555

DATE: 12-07-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for pavement overlay contract.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY Don Thurston	DATE 12-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED, REGION ENGINEER X by Phillip O. Ste[illegible]	DATE 12-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

-0U

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02256

SECTION Mt Angel - Silverton			REGION 2
STATE HIGHWAY # 140	HIGHWAY NAME Hillsboro - Silverton	MILE POST FROM 46.1 TO 50.24	LENGTH 4.14 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Marion	ROAD/STREET NAME
ROUTE # OR 214	FEDERAL AID # 75	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 6	GRADING (✓)		FILES (#)	None
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 173.8		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5.4				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20% ENGINEERING & CONTINGENCIES	$ 35.8		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 215	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 221				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	On Paved Shoulder	On Paved Shoulder
AVERAGE DAILY TRAFFIC	4,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing paved surface needs overlay.

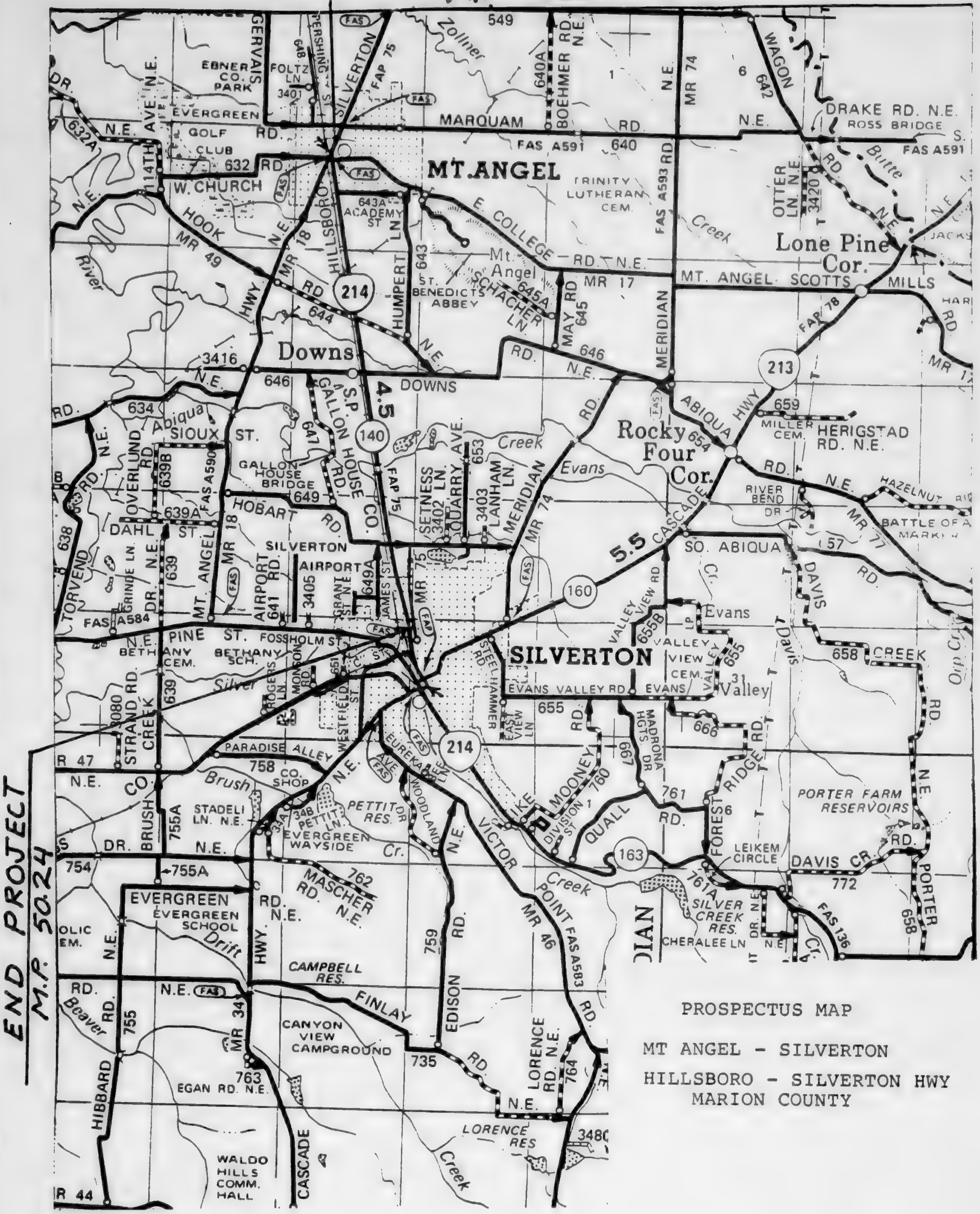
PROPOSED SOLUTION

Place a 1-1/2" AC overlay plus leveling.
This project is a part of the 1983-1985
Surface Preservation Program.

REQUESTED, REGION ENGINEER X by Philip O.	DATE 12-9-83			
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

BEGIN PROJECT
M.P 46.1


MT.ANGEL
SILVERTON
Downs
Rocky Four Cor.
Lone Pine Cor.
214
140
160
213
163
4.5
5.5
MARQUAM RD.
FAS A591
E. COLLEGE RD. N.E.
MT. ANGEL SCOTTS MILLS
ABIQUA HWY
CASCADE
MERIDIAN
HILLSBORO
SILVERTON
GALLON HOUSE RD.
DOWNS
HOOK
MR 49
644
646
ST. BENEDICTS ABBEY
TRINITY LUTHERAN CEM.
EBNER CO. PARK
EVERGREEN GOLF CLUB
W. CHURCH
GERVAIS
FOLTZ LN
BOEHMER RD N.E.
WAGON
DRAKE RD. N.E.
ROSS BRIDGE
OTTER LN. N.E.
HUMPERT LN
SCHACHER LN
MAY RD
HERIGSTAD RD. N.E.
MILLER CEM.
RIVER BEND DR
HAZELNUT RID
BATTLE OF A MARKER
SO. ABIQUA
DAVIS
CREEK
SIOUX ST.
OVERLUND RD
GALLON HOUSE BRIDGE
HOBART RD.
DAHL ST.
TORVEND
GRINDE LN.
SILVERTON AIRPORT
AIRPORT RD.
SETNESS LN
QUARRY AVE.
LANHAM LN
FAS A584
PINE ST.
FOSSHOLM ST
BETHANY CEM.
BETHANY SCH.
STRAND RD.
CREEK
PARADISE ALLEY
CO. SHOP
BRUSH CO
STADELI LN. N.E.
PETTIT LN
PETTITOR RES.
EVERGREEN WAYSIDE
MASCHER RD. N.E.
WOODLAND
EUREKA AVE
VICTOR POINT
MR 46
FAS A583
EVANS VALLEY RD.
STEELHAMMER RD
EAST VIEW LN
MOONEY
DIVISION ST
QUAIL RD.
MADRONA HGTS DR
VALLEY VIEW RD
VALLEY VIEW CEM.
FOREST RIDGE RD.
LEIKEM CIRCLE
DAVIS CR. RD.
PORTER FARM RESERVOIRS
PORTER
SILVER CREEK RES.
CHERALEE LN
FAS 136
EVERGREEN
EVERGREEN SCHOOL
Drift
CAMPBELL RES.
FINLAY
EDISON RD.
CANYON VIEW CAMPGROUND
EGAN RD. N.E.
HIBBARD RD.
Beaver
LORENCE RD. N.E.
LORENCE RES.
WALDO HILLS COMM. HALL
CASCADE
Creek

END PROJECT
M.P. 50.24

PROSPECTUS MAP

MT ANGEL - SILVERTON

HILLSBORO - SILVERTON HWY
MARION COUNTY

1984 Pieper Canyon-Heppner Sec, 9803
Heppner Highway
(oiling)

December 6, 1984

Fidelity & Deposit Co. of Maryland
Suite 1201 Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

CON 5
#9803

Gentlemen or Ladies:

Contract No. 9803 awarded to Bend Aggregate & Paving Co. for oiling on the Pieper Canyon-Heppner Section of the Heppner Highway in Morrow County was completed on August 3, 1984, and accepted by the State Highway Division on October 26, 1984.

Final payment in the amount of $2,045.27 will be released to the contractor after December 11, 1984. The total contract amount is $103,903.66 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Bend Aggregate & Paving Co.
64543 Highway 20 West
Bend, OR 97701

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9803

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 26, 1984

W. E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9803,	On Site Work Substantially Completed July 12, 1984
All Work Completed	August 3, 1984	
Project	Pieper Canyon-Heppner	
Highway	Heppner	
County	Morrow	
Type of Work	Oiling	
Contractor	Bend Aggregate & Paving Co.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

December 6, 1984 - Letter written to sure noted R Gormsen

1st letter
never mailed
according to
Bud [illegible]
the [illegible]
least [illegible]
in letter

RECEIVED
DEC 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9803

ROAD DESIGN SECTION

DES 16

Harry W. Oswald
Project Manager

October 9, 1984

Norman L. Henry
Design Supervisor

Pieper Canyon
Heppner Highway
Morrow County
Contract No. 9803

This letter acknowledges receipt of your construction narrative report.

We appreciate receiving your report as it will be helpful to us in the preparation of future construction plans.

NLH:bn

9803

t

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: Barry N. Hatcher
Project Manager

DATE: August 29, 1984

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
Construction Engineer

SUBJECT: Minimum Wage Rates
Harney County Flood Repair Project
Contract No. 9803

Bids were received on this project on May 3, 1984, and the contract was subsequently awarded to Weaver Construction Co. The project was advertised as a Federal-Aid Project and the contract was awarded on that basis.

After the contract was awarded, it was determined that the project is ineligible for Federal-Aid funding and will instead by classified as a State Project. By virtue of this change in classification, the Prevailing Wage Rates for Public Works Contracts in Oregon Effective January 1, 1984 will supercede the federal wage rates which are bound with the contract. Minimum wage rates required under the State provisions will vary from the federal requirements in some areas such as the flagger classification, and the fringe benefits package on various classifications.

Please notify the contractor of this change in classification and negotiate a Price Agreement amending the contract to incorporate the proper requirements. Three prints of the State wage rate document are enclosed for your convenience; one print should be attached to the original Price Agreement. The agreement should be written to cover the life of the contract. Supplemental payrolls will be required to correct deficiencies in wages and benefits paid to date.

COF:HHP:mk

cc: H. S. Coulter ✓
R. D. Hector
K. Turner

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9803

No. 4

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pieper Canyon-Heppner
WEEK ENDING: 7-21-84
SECTION PREFIX: 25-1555
HIGHWAY: Heppner
COUNTY: Morrow
NAME OF JOB: Pieper Canyon-Heppner
KIND OF WORK: Oiling
CONTRACTOR: Bend Aggregate and Paving Co.
CONTRACT NUMBER: 9803
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 2, 1984
DATE WORK STARTED: July 2, 1984
ESTIMATED COMPLETION DATE: July 31, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 15 SUPERVISION: 2
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: July 31, 1984
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $
EXCLUSIVE OF ENGINEERING: $
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $
ENGINEERING AUTHORIZATION: $ 10,166.61
ENGINEERING COST TO DATE: $ 4,086.80
PERCENT OF AUTHORIZATION: 40.2 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN: %
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				7±	
MILES PARTIALLY COMPLETED					
MILES COMPLETED				7±	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				380 tons oil 2000 cy agg.	
TOTAL QUANTITIES CORRECTED TO DATE				300 tons oil 2665 cy agg.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				same as above	
AVERAGE DAILY QUANTITIES				100 tons oil 899 cy agg.	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Fair			
MONDAY 16	Fair			
TUESDAY 17	Fair			
WEDNESDAY 18	Fair			
THURSDAY 19	Fair			
FRIDAY 20	Fair			
SATURDAY 21	Fair			

CE ...... CAE ...... RECEIVED LS ...... TC ......
...... SA ...... CC ......
CA ...... JUL 2? 1984 FE ......
CAM ...... MA ......
CP ...... CONSTRUCTION CCS ......
EEO ...... SECTION FILE ......

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	Contractor maintaining oil mat.
MONDAY 16	Contractor maintaining oil mat.
TUESDAY 17	No activity.
WEDNESDAY 18	No activity.
THURSDAY 19	Contractor completed job by finishing a 11°X130° section of chip seal that was left when he ran out of oil.
FRIDAY 20	No activity.
SATURDAY 21	No activity.

REMARKS

SIGNED Walter R. Sullivan LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

MORROW Co.

KEY ID#	02302
SECTION	~~District 12 Oiling/Surface Preservation~~ [illegible], CON[illegible]
REGION	5

Hwy #32

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	25-1555	12/15/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
(cy) Adams
(cy) Macnab
2 ~~Stoudenmeyer~~ Edwards E
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE 12/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02302

SECTION PEIPER CANYON-HEPPNER, COMB-3A ~~District 12 Oiling/Surface Preservation~~			REGION 5
STATE HIGHWAY # 52	HIGHWAY NAME HEPPNER ~~Various (see Project Justification)~~	MILE POST FROM 38.6 TO	LENGTH ~~38~~ 7.0 Mi.
☐ URBAN ☒ RURAL	CITY	COUNTY MORROW ~~Various~~	ROAD/STREET NAME –
ROUTE # 74	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 524.6		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$		0-32 Oil Mat	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~XX%~~ ENGINEERING & CONTINGENCIES	$ 52.4		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 577	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~582~~ 80				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Various sections of Heppner, Pendleton-John Day, and Columbia River Highways are experiencing rapid deterioration of the wearing surface.

PROPOSED SOLUTION

Construct 0-32 oil mat wearing surface using State furnished aggregates.

REQUESTED, REGION ENGINEER X	DATE 12/15/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION District 12 Oiling/Surface Preservation	KEY ID # 02302 REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 12 are deteriorating and are in need of immediate attention. It is proposed the following sections of highways be oiled with State furnished aggregates:

Route	Highway	County	Section Name	Begin M.P.	Length	Compl.date on or before
74	Heppner	Morrow	Pieper Canyon-Heppner	38.6	7.0 mi.	8-1-84
395	Pendleton-John Day	Umatilla	Pilot Rock-Nye	15.8	7.9 mi.	8-31-84
730	Columbia River	Morrow/ Umatilla	Irrigon Jct.-Umatilla	168.0	18.6 mi.	8-31-84

It is recommended the above sections be offered as one contract in order to attract qualified contractors capable of meeting the requested completion date as shown.

Aggregates are to be available by May 15. It is suggested the bid openings be scheduled close as practical to that date. Anticipate this project to be administered by the District Maintenance Supervisor.

This project is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

1984 Arterial St. Overlay 9804
Project #5, Unit 1. City Sts.
in Portland. (paving)

9804

June 2, 1986

CON 5 - 9804

Dept. of General Services
Risk Management
1225 Ferry Street
Salem, OR 97310

Attention: Dave Black

RE: Claim No. L-18165

As you requested, we are attaching a copy of the signature pages and the Certificates of Insurance dated May 30, 1984, August 29, 1984, September 7, 1984, February 14, 1985, and May 29, 1985, for Contract No. 9804 for paving on the Arterial Street Overlay Project No. 5 (Portland) Unit 1 on city streets in Multnomah County.

Robert W. Gormsen
COMMISSION SERVICES

slp
Attachments

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/26/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-0000(62)
COMPLETION DATE (Actual) 9/19/84	ACCEPTANCE DATE BY CONRTACT AGENCY 10/7/85	TIME ELAPSED 109 %	CONTRACT TIME 90 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
MAY 29 1987
State Region D.C.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ARTERIAL STREET OVERLAY PROJECT NO. 5 (PORTLAND) UNIT 1
CITY STREETS
Grading, Paving, Signing, Signals & Landscaping

The work involved cold-planing and overlaying eight sections of different city streets. Nine thousand tons of asphaltic concrete were used and 84,000 square yards of existing pavement were cold-planed.

The contract was awarded to AFAB, Inc, DBA Quality Paving, on 5/4/84. Work started 6/11/84 and was completed 9/19/84. The contractor used 98 days. A one-day time extension was granted and seven days liquidated damages were assessed. The final project cost of $486,045 was just under the original authorization of $488,326. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY E GR
AUG 1 '87
REF.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-26-87	TITLE District Engineer	DATE 5/28/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

December 19, 1985

CON 5
#9804

American Insurance Co.
Atten: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On October 17, 1985, we wrote to you concerning release of final payment on Contract No. 9804 awarded to AFAB, Inc., dba Quality Paving for Arterial Street Overlay Project No. 5 (Portland) Unit 1 in Multnomah County.

The total contract amount is $417,114.89, including $965.33 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: AFAB, Inc.,
dba Quality Paving
P. O. Box 802
Fairview, OR 97024

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9804

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9804 , On Site Work Substantially Completed September 19, 1984
All Work Completed	March 11, 1985
Project	Arterial St. O'lay Project #5 (Unit #1)
Highway	City Streets
County	Multnomah
Type of Work	Paving
Contractor	Afab, Inc. dba Quality Paving

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-17-85 - surety letter written (ac)

noted RGormsen

On Oct 8

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9804

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-80	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	**State** Oregon
PROJECT REPORT NUMBER		**County** Multnomah
MODIFICATION NUMBER 3	8-27-85	**Project Number** IX-0000(62)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,186,478	$ 1,203,642
Federal funds	$ 1,008,506	$ 1,023,095
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XBX for: E.S. Hunter

Acting State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Brunow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 19, 1985

FEDERAL AID PROJECT NO. IX-0000(62)

ARTERIAL STREET OVERLAY PROJECT NO. 5 (PORTLAND) UNIT 1 & UNIT 2
CITY STREETS (PORTLAND)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000 (UNIT 1)
ROADWAY ROUTE 9366 S.E. MADISON ST. (UNION AVE.-12 AVE.)
ROUTE 9760 S.E. BYBEE BLVD. (MC LOUGHLIN BLVD., EAST)
ROUTE 9773 S.E. 28TH AVE. (WOODSTOCK BLVD., SOUTH)
ROUTE 9776 S.E. FOSTER RD. (82ND AVE., WEST)
ROUTE 9800 S.E. DIVISION (50TH AVE.-60TH AVE.)
ROUTE 9810 S.E. STARK ST. (12TH AVE.-20TH AVE.)
ROUTE 9811 N.E. 21ST AVE. (BROADWAY ST.-FREMONT ST.)
ROUTE 9957 N. VANCOUVER AVE. (AINSWORTH ST.-LOMBARD ST.

Total as on estimate of June 11, 1985 $ 488,326.00

TYPE CODE I000 (UNIT 2)
ROADWAY ROUTE 9386 S.W. GIBBS ST. (S.W. 9TH-S.W. 11TH)
ROUTE 9822 E. BURNSIDE (33RD-39TH)
ROUTE 9926 N. GOING ST. (GREELEY - I-5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 8.13	6,693	$54,414.09	7,209.10	$58,609.98
Class C Asphalt Conc. Mixture	16.20	6,472	104,846.40	6,584.58	106,670.20
10-inch Storm Sewer Pipe (PA 2)	35.55	157	5,581.35	219	7,785.45
Furnish and Install Bark Mulch	160.00			6.4	1,024.00
Poured in Place Median Barrier (FA 5)			13,000.00		20,915.82
			$177,841.84		$195,005.45

Increase	$ 17,163.61
Subtotal from Estimate of June 11, 1985	607,088.48
Subtotal	$ 624,252.09
Engineering	91,063.91
Total	$ 715,316.00

Length of Roadway (Unit 1)	3.730 mi.
Length of Roadway (Unit 2)	1.030 mi.
Total	4.760 mi.

Cost of Roadway Per Mile (Unit 1)	$ 130,918.49
Cost of Roadway Per Mile (Unit 2)	$ 694,481.55

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds 9%	City Funds 6%
Roadway (Unit 1)	$ 488,326.00	$ 415,077.00	$ 43,949.00	$ 29,300.00
Roadway (Unit 2)	715,316.00	608,018.00	64,379.00	42,919.00
TOTAL	$1,203,642.00	$ 1,023,095.00	$ 108,328.00	$ 72,219.00

UNIT 1

Group 1 100%
Contract No. 9804
Prefix: 726-1953 P.E.
Prefix: C09804

UNIT 2

Group 1 100%
Contract No. 9829
Prefix: 726-1953 P.E.
Prefix: C09829

RLC:bkb

9384

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-134	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2		Project Number IX-0000(62)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 22, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,174,326.00	$ 1,186,478.00
Federal funds	$ 998,177.00	$ 1,008,506.00
Other revisions		

This modification is made for the following reasons: to include increase costs of construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Roy A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 11, 1985

Federal-Aid Project No. IX-0000(62)

Arterial Street Overlay Project No. 5 (Portland) Unit 1 & Unit 2
City Streets (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000 (Unit 1)
Roadway Route 9366 S.E. Madison St. (Union Ave.-12 Ave.)
Route 9760 S.E. Bybee Blvd. (McLoughlin Blvd., East)
Route 9773 S.E. 28th Ave. (Woodstock Blvd., South)
Route 9776 S.E. Foster Rd. (82nd Ave., West)
Route 9800 S.E. Division (50th Ave.-60th Ave.)
Route 9810 S.E. Stark St. (12th Ave.-20th Ave.)
Route 9811 N.E. 21st Ave. (Broadway St.-Fremont St.)
Route 9957 N. Vancouver Ave. (Ainsworth St.-Lombard St.)

Total as on estimate of June 20, 1985	$ 488,326.00

Type Code I000 (Unit 2)
Roadway Route 9386 S.W. Gibbs St. (S.W. 9th-S.W. 11th)
Route 9822 E. Burnside (33rd-39th)
Route 9926 N. Going St. (Greeley - I-5)

Subtotal as estimate of March 25, 1985		$ 607,088.48
	Subtotal	$ 607,088.48
	Engineering	91,063.52
	Total	$ 698,152.00

Length of Roadway (Unit 1)	3.730 mi.
Length of Roadway (Unit 2)	1.030 mi.
Total	4.760 mi.

Cost of Roadway Per Mile (Unit 1)	$ 130,918.49
Cost of Rowdway Per Mile (Unit 2)	$ 677,817.48

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds 9%	City Funds 6%
Roadway (Unit 1)	$ 488,326.00	$ 415,077.00	$ 43,949.00	$ 29,300.00
Roadway (Unit 2)	698,152.00	593,429.00	62,834.00	41,889.00
Total	$1,186,478.00	$ 1,008,506.00	$ 106,783.00	$ 71,189.00

Unit 1		Unit 2	
Group 1	100%	Group 1	100%
Contract No.	9804	Contract No.	9829
Prefix:	726-1953 P.E.	Prefix:	726-1953 P.E.
Prefix:	26-1045	Prefix:	326-1073

Appn Code: 177

DDB:bkb

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4-30
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Multnomah
Project Number: IX-0000(62)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 22, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,129,681.00	$ 1,174,326.00
Federal funds	$ 960,227.00	$ 998,177.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 25, 1985

FEDERAL AID PROJECT NO. IX-0000(62)

ARTERIAL STREET OVERLAY PROJECT NO. 5 (PORTLAND) UNIT 1 & UNIT 2
CITY STREETS (PORTLAND)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY ROUTE 9366 SE MADISON ST. (UNION AVE.-12TH AVE.)
ROUTE 9760 SE BYBEE BLVD. (MC LOUGHLIN BLVD., EAST
ROUTE 9773 SE 28TH AVE. (WOODSTOCK BLVD. SOUTH)
ROUTE 9776 SE FOSTER RD. (82ND AVE., WEST)
ROUTE 9800 SE DIVISION (50TH AVE.-60TH AVE.)
ROUTE 9810 SE STARK ST. (12TH AVE.-20TH AVE.)
ROUTE 9811 NE 21ST AVE. (BROADWAY ST. TO FREMONT ST.)
ROUTE 9957 N. VANCOUVER AVE. (AINSWORTH ST.-LOMBARD ST.)

Total as on estimate of June 20, 1984 $488,326.00

TYPE CODE I000
ROADWAY (UNIT 2)
ROADWAY ROUTE 9386 S.W. GIBBS ST. (SW 9TH-SW 11TH)
ROUTE 9926 N. GOING ST. (GREELEY - I-5)
ROUTE 9822 E. BURNSIDE (33RD-39TH)

ALTERNATE "B"

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$ 8.62	10,290	$88,699.80	12,306.12	$106,078.75
Portland Cement in CTB Mixture	63.00	566	35,658.00	697.74	43,957.62
6-Inch Concrete Sewer Pipe (PA #3)	27.35	---	---	75	2,051.25
Poured in Place Median Barrier (FA #5)	---	---	---	---	13,000.00
Adjust Water Facilities (SFO #1)	---	---	---	---	9,687.84
	Subtotal		$124,357.80		$174,775.46

Increase	$ 50,417.66
Subtotal from estimate of June 20, 1984	556,670.82
Subtotal	$ 607,088.48
Engineering	78,911.52
Total	$ 686,000.00

Length of Roadway (Unit 1)	3.730 mi.
Length of Roadway (Unit 2)	1.030 mi.
Total	4.760 mi.
Cost of Roadway Per Mile (Unit 1)	$130,918.49
Cost of Roadway Per Mile (Unit 2)	$666,019.42

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds 9%	City Funds 6%
Roadway (Unit 1)	$ 488,326.00	$ 415,077.00	$ 43,949.00	$ 29,300.00
Roadway (Unit 2)	686,000.00	583,100.00	61,740.00	41,160.00
Total	$1,174,326.00	$ 998,177.00	$ 105,689.00	$ 70,460.00

UNIT 1		UNIT 2	
Group 1	100%	Group 1	100%
Contract No.	9804	Contract No.	9829
Prefix:	726-1953 P.E.	Prefix:	726-1953 P.E.
Prefix:	26-1045	Prefix:	326-1073

Appn Code 177
WH:bkb

1204

STATE COPY

TO BE COMPLETED BY FHWA 6-365	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6 22-84	STATE Oregon COUNTY Multnomah PROJECT NO. IX-0000(62)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts. Arterial St. Overlay Project No. 5 (Portland) Unit 1 & 2

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84 4-4-84	4.76
OTHER *(Specify)*		

FUNDS Pro-rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,129,681.00	$ 960,227.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
JUN 22 1984
Date executed by Division Administrator

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 20, 1984

FEDERAL AID PROJECT NO. IX-0000(62)

ARTERIAL STREET OVERLAY PROJECT NOS. 5 (PORTLAND) UNIT 1 & UNIT 2
CITY STREETS (PORTLAND)
MULTNOMAH COUNTY

PROJECT AGREEMENT

TYPE CODE 1000
ROADWAY ROUTE 9366 SE MADISON ST. (UNION AVE.-12TH AVE.)
ROUTE 9760 SE BYBEE BLVD. (McLOUGHLIN BLVD., EAST)
ROUTE 9773 SE 28TH AVE. (WOODSTOCK BLVD. SOUTH)
ROUTE 9776 SE FOSTER RD. (82ND AVE., WEST)
ROUTE 9800 SE DIVISION (50TH AVE.-60TH AVE.)
ROUTE 9810 SE STARK ST. (12TH AVE.-20TH AVE.)
ROUTE 9811 NE 21ST AVE. (BROADWAY ST. TO FREMONT ST.)
ROUTE 9957 N. VANCOUVER AVE.(AINSWORTH ST.-LOMBARD ST.)

Mobilization		All Required		$ 35,000.00
Temporary Protection and Direction of Traffic		All Required		18,000.00
Flaggers	1,120	Hour	8.00	8,960.00
Removal of Surfacing	1,624	Sq. Yd.	4.00	6,496.00
General Excavation	55	Cu. Yd.	30.00	1,650.00
Cold Plane Pavement Removal	84,225	Sq. Yd.	1.00	84,225.00
1"-0 Aggregate Base	55	Cu. Yd.	30.00	1,650.00
Class "C" Asphalt Concrete Mixture	9,357	Ton	24.00	224,568.00
Class "C" Asphalt Concrete Mixture in Leveling	818	Ton	25.00	20,450.00
Asphalt Cement in Mixture	610	Ton	1.00	610.00
Hydrated Lime in Mixture	105	Ton	1.00	105.00
Concrete Curbs	665	Lin. Ft.	12.00	7,980.00
Extra for Asphalt Driveway Wedges	25	Each	50.00	1,250.00
Adjusting Manholes with Riser Rings	18	Each	50.00	900.00
Adjusting Manholes, Resetting Frames	45	Each	100.00	4,500.00
Adjusting Inlets	7	Each	100.00	700.00
Adjusting Boxes	49	Each	100.00	4,900.00
				$421,944.00

ANTICIPATED ITEMS

Permanent Pavement Striping by City of Portland	All Required	$ 6,950.00
Traffic Loop Replacement by City of Portland	All Required	1,350.00
		$ 8,300.00
	SUBTOTAL	$430,244.00
	Engineering	58,082.00
	TOTAL	$488,326.00

TYPE CODE 1000
ROADWAY (UNIT 2)

Route 9386 S.W. Gibbs St. (SW 9th-SW 11th)
Route 9926 N. Going St. (Greeley - I-5)
Route 9822 E. Burnside (33rd-39th)

ALTERNATE "B"

Mobilization	Lump Sum	All	--	$ 17,080.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	11,111.00
Temporary Signs	Sq. Ft.	791	5.50	4,350.50
Temporary Barricades, Type II	Each	28	17.00	476.00
Temporary Barricades, Type III	Each	14	45.00	630.00
Temporary Plastic Safety Markers	Each	201	25.00	5,025.00
Flaggers	Hour	1,040	1.00	1,040.00
Temporary Amber Flasher	Each	14	160.00	2,240.00
Temporary Striping	Lump Sum	All	--	28,500.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	--	19,775.00
General Excavation	Cu. Yd.	6,693	8.13	54,414.09
Cold Plane Pavement Removal	Sq. Yd.	24,628	1.11	27,337.08
Aggregate Base	Ton	740	10.95	8,103.00
3/4" Aggregate Base, 2-Inches Thick	Sq. Yd.	11	2.65	29.15
Cement Treated Base Mixture	Ton	10,290	8.62	88,699.80
Cement in CTB Mixture	Ton	566	63.00	35,658.00
Class "C" Asphalt Mixture	Ton	6,472	16.20	104,846.40
Asphalt Cement in Mixture	Ton	375	158.00	59,250.00
Hydrated Lime in Mixture	Ton	65	1.00	65.00
8-inch Storm Sewer Pipe	Lin. Ft.	169	27.85	4,706.65
10-inch Storm Sewer Pipe	Lin. Ft.	157	35.55	5,581.35
Extra for Pipe Under Pavement	Lin. Ft.	110	23.95	2,634.50
Concrete Manholes	Each	1	2,830.00	2,830.00
Concrete Inlets, Type P	Each	17	280.00	4,760.00
Double Concrete Inlets	Each	2	390.00	780.00
Concrete Walks	Sq. Yd.	740	12.25	9,065.00

Concrete Driveways	Sq. Yd.	836	15.00	12,540.00
Concrete Stairs	Lin. Ft.	20	15.00	300.00
Concrete Curbs, Type C	Lin. Ft.	7,557	3.30	24,938.10
Extra for Asphalt Approaches	Sq. Yd.	34	6.50	221.00
Adjusting Manholes	Each	19	187.00	3,553.00
Adjusting Inlets	Each	12	110.00	1,320.00
SIGNING				
Removal of Existing Signs	Lump Sum	All	--	550.00
Sign Support Footings	Lump Sum	All	--	1,400.00
Pipe Sign Posts	Lump Sum	All	--	1,200.00
Type E Signs in Place	Sq. Ft.	4	9.00	36.00
Type R Signs in Place	Sq. Ft.	16	8.50	136.00
Type T Signs in Place	Sq. Ft.	99	14.00	1,386.00
Type V Signs in Place	Sq. Ft.	6	12.00	72.00
LANDSCAPING				
Sod Lawn	Sq. Ft.	731	5.20	3,801.20
				$ 550,440.82
ANTICIPATED ITEMS				
Permanent Pavement Striping	All Required			$ 2,720.00
Seeding, Fertilizing and Mulching	All Required			300.00
Traffic Loop Replacement City of Portland	All Required			3,210.00
				$ 6,230.00
		SUBTOTAL		$ 556,670.82
		Engineering		75,150.18
		TOTAL		$ 631,821.00

Length of Roadway (Unit 1) ------------- 3.730 miles
Length of Roadway (Unit 2) ------------- 1.030 miles
TOTAL 4.760 miles

Cost of Roadway Per Mile (Unit 1) ------ $130,918.49
Cost of Roadway Per Mile (Unit 2) ------ $613,418.44

RETAIN IN RESERVE

City of Portland (Water Bureau)	All Required	$ 8,400.00
	SUBTOTAL	$ 8,400.00
	Engineering	1,134.00
	TOTAL	$ 9,534.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS 9%	CITY FUNDS 6%
Roadway (Unit 1)	$ 488,326.00	$ 415,077.00	$ 43,949.00	$ 29,300.00
Roadway (Unit 2)	631,821.00	537,047.00	56,864.00	37,919.00
SUBTOTAL	$1,120,147.00	$ 952,124.00	$100,813.00	$ 67,210.00
Reserve	9,534.00	8,103.00	859.00	572.00
TOTAL	$1,129,681.00	$ 960,227.00	$101,672.00	$ 67,782.00

UNIT 1

Group 1: 100%
Contract No. 9804
Prefix: 726-1953 P.E.
Prefix: 26-1045

UNIT 2

Group 1: 100%
Contract No. 9829
Prefix: 726,1953 P.E.
Prefix: 326-1073

CL:pf

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Arterial Street Overlay Project No. 5 (Portland) unit 1

WEEK ENDING: November 10, 1984

SECTION PREFIX: 26-1045

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Paving

CONTRACTOR: AFAB, INC dba Quality Paving

CONTRACT NUMBER: 9804

FEDERAL AID PROJECT NUMBER: IX-0000 (62)

DATE OF CONTRACT: May 4, 1984

DATE WORK STARTED:

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN   SUPERVISION

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 94

PERCENT OF TIME ELAPSED: 104%

PROJECT AUTHORIZATION: $ 488,326.94

EXCLUSIVE OF ENGINEERING: $ 449,604.98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 426,359.04

ENGINEERING AUTHORIZATION: $ 38,721.96

ENGINEERING COST TO DATE: $ 38,721.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: Sept. 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	drainage	d/w wedges	Base	adjustments	~~MAT'L PROD~~ overload	Base repair	cold planing
100%		100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 20 1984
CONSTRUCTION SECTION
CE F CAE
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CA
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LS TC
SA CC
FE
MA
QCS ✓
FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Expect to submit 3RD Notification ~~on~~ approx 12-1-84

SIGNED Mel Mohning LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1984

In Reply Refer to
File No.
CON 5

AFAB, Inc. dba Quality Paving
P. O. Box 802
Fairview, OR 97024

Time Extension Request
Arterial Street Overlay Project No. 5
(Portland) Unit 1
Contract No. 9804
FAP No. IX-0000(62)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 2 workdays due to a delay in the availability of a portion of N.E. 21st Avenue for paving. A review of the project records indicates the delay to be one day due to the remobilization covered by Price Agreement Number 4. Therefore, a contract time adjustment of one additional calendar day is granted.

The adjusted contract time of completion of this contract is 91 calendar days. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Mohning.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Mel Mohning w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: September 21, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: ARTERIAL STREET OVERLAY PROJECT, UNIT 1
Contract 9804

Attached is a time extension request from the contractor, and the Project Manager's analysis and recommendation.

The contractor is asking for a two-day extension due to some rescheduling they claim they did due to Northwest Natural Gas work and working with the City.

Mel Mohning's analysis shows a one-day delay and recommends the one-day extension.

I agree with this recommendation.

9-26-84

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a one calendar day extension due to work done under P. A. 4.

O. B. Jackmond

MC/gw
Attachment

CE____CAE____RECEIVED LS____TC____
COE____OM____ SA____CC____
CA____ SEP 24 1984 PE____
CAM____ MA____
CP____CONSTRUCTION OCS____
EEO____ SECTION FILE____

3-1207

t

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(62)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30165

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/29/84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay Project No. 1

11. GENERAL DESCRIPTION OF WORK

Replacement of inlet frames and grates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/29/84 as requested in Mr. Fredrickson's letter of 6/22/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 1 representing work to be performed by City of Portland forces is approved for a TEC of $250; Federal Funds $212.

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9864

copy
#9829

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(57)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30165

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project No. 5

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/5/84 I approve the revised Preliminary Engineering costs to a TEC of $118,200; Federal Funds $100,470.

(Increase TEC $31,400; Federal Funds $26,690)

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
6/25

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosser

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9804

DATE: June 18, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-0000(62)

Contract 9804, Work Started June 11, 1984

Project Arterial St. Overlay Proj. #5 (Portland) Unit 1

Highway City Streets

County Multnomah

BMW:mk

cc: B. M. Walton

CPC/FL3

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Multnomah Co

SECTION: Arterial Overlays and Reconstruction

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 726-1953

DATE: April 23, 1984

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT		200	916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		105,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		5,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 118,200
						PREVIOUS AUTHORIZATION		$ 86,800
						ADD. AUTH. REQUIRED		$ 31,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-0000(57)

LOCATION ENGINEER'S REMARKS

See attached letter

1 Versteeg ✓
Anderson
cy Bud Adams
cy
2 Edwards E
Prout
3 Prout
cy Wakerlig

RECEIVED

ROAD DESIGN SECTION

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Bring Up

PREPARED BY	DATE 4-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED, REGION ENGINEER X	DATE 5/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-19-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Policy & Program Manager

DATE: April 24, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

File: 726-1953

SUBJECT: Arterial Overlays and Reconstruction
Multnomah County
Revised Authority #2
IX-0000(57)

Attached is a request for revised survey Authority #2 on the subject project. Following is a justification of revisions:

903 - Additional $30,000: Project was split into two units covering two separate systems of streets. Additional development costs involved.

Additional request: $30,000.

Also underestimated or omitted in the previous survey [illegible] # 2 were Functions 910, 918, 937, and [illegible] for an additional requested $1,400.

pa

Grand Total additional request [illegible]

Attachment

81-125-1387

9804

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 5, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 30165
Project No. IX-0000(62)
Arterial Street Overlay Project (Portland) Unit 1
City Streets (Portland)
Multnomah County

I request your approval for a program change to increase scope of work as follows:

1) Termini: add--"& Unit 2"

2) Miles: change to read--"4.930"

3) Estimated Project Cost by Phases: change to read--

	TEC	FF	State	City
Construction	1,900,000	1,615,000	171,000	114,000
Project Totals	1,900,000	1,615,000	171,000	114,000

4) Project Data: add the following--

Sheet	FAU Route	Street Name	Section	Mile
3- 4	9822	E. Burnside	33rd to 39th	0.423
5- 9	9792	S.E. Harold	92nd to 102nd	0.391
10-12	9926	N. Going	Greeley to I-5	0.407

Work under Unit 2 will be let under separate contract.

DRH:jc

cc: General Files

Form 734-3122

7804 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(62)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-13-84

4. PROGRAM NO.
5. ITEM NO. 30165

6. TO
cc P4 #9829
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/84
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Arterial street overlay project #5 Unit 1 and Unit 2

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

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STATE HWY ENG
APR 30 '84
kc
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | | Act | File

13. REMARKS

As requested by Mr. Potter's letter of 4/5/84 I approve the program change as follows:
DMg
4/30
1) Termini: add--"& Unit 2"
2) Miles: change to read--"4.930"
3) Project Data: add the following--

Sheet	FAU Route	Street Name	Section	Mile
3-4	9822	E Burnside	33rd to 39th	0.423
5-9	9792	SE Harold	92nd to 102nd	0.391
10-12	9926	N Going	Greeley to I-5	0.407
13	9386	SW Gibbs	SW 9th to SW 11th	0.080

(Work under Unit 2 will be let under separate contract.)

14. DATE 4/13/84
15. SIGNATURE OF APPROVING OFFICIAL D. K. H
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

78c4 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(62)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30165

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO Potter
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

orig att to
4/11

7. DATE AUTHORIZATION EFFECTIVE 4/4/84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay project No. 5 (Portland) Unit 1

11. GENERAL DESCRIPTION OF WORK

Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/26/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $581,427, Federal Funds $494,212.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN SECTION DES 16

Curt Duval, Metro
Region Location Manager

March 15, 1984

Steve Macnab
Specifications Engineer

Arterial Street Overlay Project No. 5
(Portland) Unit 1
City Streets
Multnomah County

After reviewing the subject project, the following comments were noted on the attached half-size sheets;

Sheet 1 Abbreviate the word "Project", as shown, to make room for No. 5 in the title; also to be done in the title block on each sheet; and the number 62 is to be inserted within the parentheses in the project number. Add "Drawing Number 2077-Curbs".

Sheet 2A Our Sign Unit has made some changes to upgrade the Temporary Protection and Direction of Traffic. The addition of signs and barricades will reflect a minor change in the Special Provisions. We are not paying for this item so there will be no monetary change.

Sheet 2G The Summary will change to add new bid items, change order of items, re-title bid items, and/or list new quantities of the bid items to agree with changes made in the Special Provisions. (See attachment.)

Sheet 3 through Sheet 11
Changes are shown in red; mostly item additions or item quantities.

H.E. (Bud) Mann and Mel Mohning agreed that the Salem Design Unit will make the required changes to the mylar sheets and will send the City reduced copies for approval.

JV:kkr

Attachments

cc: Bud Mann
Mel Mohning
City of Portland

cys made (kr)

RECEIVED
MAR 16 1984
ROAD DESIGN SECTION

Vonsteeg
Anderson
Adams
Macnab
Edwards
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ROAD DESIGN 378-6558 DES 16

Curt Duval
Metro Region Location Manager

March 5, 1984

Don Adams
Final Design Engineer

Arterial Street Overlay Project #5
Unit 1

After reviewing the above project, the following comments were made on the attached half-size sheets:

Sheet 1	Letter of approval for base design. John Scofield, ODOT Pavement Design Engineer, has been notified and will review documents. This is required for all Federal Aid Projects.
Sheet 2	No typical section is shown for N. Vancouver Avenue (Sheets 10 & 11). This might clarify a section where we have existing Asphalt Concrete over Portland Cement Concrete.
Sheet 2G	There is a conflict in quantities between the summary per plans and summary per bid schedule. These are circled.
Sheet 4	The "cold plane pavement removal" and "Class C Asphalt Concrete" quantities appear to be about 50% lower than should be. These are circled.

MH:sh

cc: A. Brummitt
D. Adams
(cy) J. Scofield
M. Harris

RECEIVED
MAR 5 1984
ROAD DESIGN SECTION

___ [illegible]
___ Anderson
___ Adams
___ [illegible]
___ Edwards
___ [illegible]
___ [illegible] VA
___ [illegible]

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Return To
Bring Up __/__/__
Action

[illegible]

P

October 24, 1983

City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7927

[illegible]
#9829

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a preliminary engineering and construction-finance agreement for the Arterial Overlay No. 5 Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Atts.

bc: Gary Potter (agree. attached)

r11
9804

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(57)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-8-83

4. PROGRAM NO.

5. ITEM NO. 30165

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy #9829

7. DATE AUTHORIZATION EFFECTIVE 8/8/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project No. 5

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including railroad and utility preparatory work TEC $86,800-F.F. $73,780
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 8/4/83.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
8/10

14. DATE 8/8/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9804

10175 Portland

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Program Section - ATTN: D. E. SWAN

DATE: June 2, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Arterial Overlays and Reconstruction, Phase 5 po cy
City of Portland
Multnomah County

1 Versteeg ✓
2 Anderson A
Adams
[illegible]
Boedemneyer
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JUN 14 1983
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Here is our programming packet for the Portland Arterial Overlays and Reconstruction Project, Phase 5. Included are a project prospectus, federal aid project request and an agreement information sheet.

This is an Interstate Transfer Project sponsored by the City of Portland. This is the fifth phase of an ongoing overlay program that has been pursued by the City of Portland in annual increments. It is listed in the October 1982 MSD TIP on page 6. The current Six-Year Highway Improvement Program shows this project on page 71.

The Metro Environmental Unit has recommended this project be categorized as a Class II Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed survey authority. The Location Section should add estimates for the Salem offices.

MSD has approved obligation of funds for preliminary engineering from the FY '83 allocation of Interstate Transfer funds. Upon completion of the PE estimate, please notify Earl Mershon of the amount, so that we may advise the City.

Please request FHWA approval and obligation of funds for preliminary engineering.

APPROVED JANUARY 19, 1983 IN SIX YEAR HIP.

TAS:ECM:nm
Attachment
cc: Frank Terpin
Jim McClure
Curt Duval
Jon Rose
Don Fantz
Robin Brooks

D. E. Swan - Please Add to PCS and Program.
R. N. Bothman
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
Cam Gilmour

R. Trygstad
✓Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Region 1:
E. L. Hardt
T. Spence
J. Rose
Steve Green

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Arterial Overlays & Reconstruction, Phase 5				REGION: Metro Region
STATE HIGHWAY #: N/A	HIGHWAY NAME: N/A		MILE POST FROM / TO	LENGTH: 8-10 miles
☒ URBAN ☐ RURAL	CITY: Portland	COUNTY: Multnomah	ROAD/STREET NAME: Portland City Streets	
ROUTE #: N/A	FEDERAL AID #: Various FAU Routes	APPLICANT (IF OTHER THAN STATE): City of Portland		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)	x	FILES	(#)	0
RIGHT OF WAY		$ 1	PAVING	(✓)	x	ACRES	(#)	0
ROADWAY	$ 1799		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 50					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 740		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 2589	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR): 5/84	RECOMMENDED FUNDING SOURCE: FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR: FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Arterial streets deteriorate as a result of traffic wear and heavy loadings. This deterioration consists of rutting in the wheel tracks, alligatored pavement, pot holes, and base and sub-base failure. Timely repair is necessary to prevent damage becoming more extensive and necessitating more expensive repairs and reconstruction.

PROPOSED SOLUTION

Cold plane street surface to restore crown and construct overlay Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time & complete replacement of the base & repair of the sub-base is required. Curb replacement may be necessary, as part of this reconstruction, where curbs have cracked or settled and no

REQUESTED REGION ENGINEER X Elwood V Hackett	DATE 6-1-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Arterial Overlays and Reconstruction, Phase 5	REGION Metro-Region

PROJECT JUSTIFICATION

Proposed Solution (continued):

longer form an effective barrier to water entering the base and sub-base.

Project Justification

This project is the fifth year of a program to improve Portland's arterial streets by repairing them prior to the time complete reconstruction is required. This project conforms to the City of Portland's Comprehensive Plan goal of retaining and maintaing the existing transportation system. The Metropolitan Service District has programmed this project in its Transportation Improvement Program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	E	STORM SEWER	E	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	E	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	E	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES Portland General Electric
Pacific Power & Light Co.
Pacific Northwest Bell Telephone Co.
Cable Systems Northwest
Liberty Cable
Northwest Nat.Gas. Portland Water Bur.

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N	DESIGN SPEED Varies	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

Varies
No Change

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Replacement of existing sidewalks when streets are reconstructed will require construction easements to allow space for forms and contractor's workmen. In most cases, the owners are willing to donate these easements.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The improved road surface will improve safety, vehicle control and fuel economy.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change in road surface area or drainage system. There will be no additional impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There will be no change in road alignment or grade and therefore there will be no additional impact.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a maintenance effort with n
additional travel lanes proposed

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Arterial Overlays and Reconstruction, Phase 5

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE May 26, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	75,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	1,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

The City will perform the field survey and prepare the design. The State will monitor, perform soils analysis, surface design, and complete PS&E.

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

Project Arterial Overlays and Reconstruction, Phase 5

Agency City of Portland Date May 26, 1983

Type of Project Street Overlays & Reconstruction

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	(X)	( )
Monitor PE	( )	(X)	( )	( )
Field Survey	( )	( )	(X)	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	(X)	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	(X)	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: This is an FAU Replacement project with a 9% State / 6% City match for federal funds.

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

METRO BRANCH
PROGRAM MANAGEMENT UNIT

MAR 3 REC'D

February 25, 1983

Jon Rose
ODOT-Metro
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed for ODOT processing is a Federal Aid Project Request and a Project Category Request for the Fifth Year of the Arterial Overlays/3R Project. As part of the engineering, pavements on these streets will be evaluated in order to develop a prioritized listing of overlays and reconstruction. For this reason, specific streets to be overlaid have not been identified at this time. The City Council has identified the size of this program for this year; therefore, funding approval has been requested from MSD and is being requested through this application for FHWA.

If you have any questions concerning this project, please call Steve Riddell at 796-7232 or Dave Hill at 796-7156.

Sincerely,

Jerry Markesino

Jerry Markesino
Engineer III
Program Manager
Bureau of Street & Structural Engineering

STR:mm

c: w/attachments: Dave Hill
Reading File

FEDERAL AID PROJECT REQUEST

Date February 1, 1983

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, ~~FAUS~~ FAIX Project

Federal Aid Route No.________ Route Name________

Project Name ARTERIAL OVERLAYS & RECONSTRUCTION 5

Project Length 8-10 miles   Project Location (Attach sketch map)

Project Description Construct overlays and reconstruct base where needed on arterial FAUS routes on the Portland City Street System. This request is for 5th year of an ongoing program. Specific streets for the project will be identified following evaluation of the system.

Average Daily Traffic 1,500 to 30,000 ADT   Design Speed to 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 to 78   Travel Lanes 2 to 4   Shoulders on a very few

Medians on a few   Parking on most

Sidewalks on most

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 to 78   Travel Lanes 2 to 4   Shoulders on a very few

Medians on a few   Parking on most

Curbed________   Length Curb Radii________

Sidewalk/Bikeway on most

Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies   Minimum________   Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________   No X

3. Will additional right-of-way be needed? Yes X (Easements) No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X   No________
Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

____

2. **Proposed Signalization:** Will not be changed

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:** Will not be changed

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** Will not be changed

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** N/A

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA Unknown at this time.

1. Are there any railroad crossings? Yes No

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered? No

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement L. David Hill, Engineer IV
Bureau of Street & Structural Engineering
Office
2. Environmental 1120 SW 5th Avenue, Room 840, Portland, Ore. 97204
Office
3. Public Hearing Attn: Dave Hill, 796-7156
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State Consultant

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes X No ________
If "yes," describe briefly: Overlay and raise inlets, manhole and valve covers.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 2,589,000
Right-of-way costs (if participating)	
Traffic control	1,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	50,000
PROJECT TOTAL	$ 2,640,000

Remarks Inlets, manhole and valve covers will be raised by paving crew.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND, OREGON and/or ________ COUNTY

By Richard O Schmidt pn By ________

By Richard O. Schmidt, P.E. By ________
STATE HIGHWAY COORDINATOR

By ________

(1976)

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Arterial Overlays and Reconstruction, Phase 5	KEY ID#
	REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 726-1953	DATE May 26, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$ 1,500	915 AUDITS	$ 300	$ 300	933 SURFACE DESIGN	$ 1,000	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	75,000	75,000	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	5,000	5,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 86,800	$ 86,800

RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER 1X-0000(57)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

The City will perform the field survey and prepare the design. The State will monitor, perform soils analysis, surface design, and complete PS&E.

1 Votsteeg ✓
Anderson ly
2 Adams
Macnab ly
3 Stoudenmayer
Terpin
4 Trout
Wakerlig ly
5 MOLLY

RECEIVED
AUG 24 1983
ROAD DESIGN SECTION

ly to Lyle
Do Not File ☐
Return To
Bring Up ..../..../....
Action

on HIP ENGX

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/12/83
RECOMMENDED, REGION ENGINEER X	DATE 6-1-183	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 5/15/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8/8/83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Arterial Overlays & Reconstruction, Phase 5			KEY ID # REGION Metro Region
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM TO	LENGTH 8-10 miles
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Portland City Streets
ROUTE # N/A	FEDERAL AID # Various FAU Routes	APPLICANT (IF OTHER THAN STATE) City of Portland	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 87	GRADING (✓)	x	FILES (#)	0
RIGHT OF WAY		$ 1	PAVING (✓)	x	ACRES (#)	0
ROADWAY	$ 1799		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 50				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 740		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 2589	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 2676				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 5/84	RECOMMENDED FUNDING SOURCE FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Arterial streets deteriorate as a result of traffic wear and heavy loadings. This deterioration consists of rutting in the wheel tracks, alligatored pavement, pot holes, and base and sub-base failure. Timely repair is necessary to prevent damage becoming more extensive and necessitating more expensive repairs and reconstruction.

PROPOSED SOLUTION

Cold plane street surface to restore crown and construct overlay Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time & complete replacement of the base & repair of the sub-base is required. Curb replacement may be necessary, as part of this reconstruction, where curbs have cracked or settled and no

REQUESTED REGION ENGINEER X	DATE 6-1-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE
KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro-Region

PROJECT JUSTIFICATION

Proposed Solution (continued):

longer form an effective barrier to water entering the base and sub-base.

Project Justification

This project is the fifth year of a program to improve Portland's arterial streets by repairing them prior to the time complete reconstruction is required. This project conforms to the City of Portland's Comprehensive Plan goal of retaining and maintaing the existing transportation system. The Metropolitan Service District has programmed this project in its Transportation Improvement Program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Arterial Overlays and Reconstruction, Phase 5

REGION Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	E	STORM SEWER	E	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	E	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	E	OLD (#) NEW (#)	
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N

COMPANIES Portland General Electric
Pacific Power & Light Co.
Pacific Northwest Bell Telephone Co.
Cable Systems Northwest
Liberty Cable
Northwest Nat.Gas. Portland Water Bur.

DESIGN SPEED Varies

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							Varies									
							No Change									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/15/83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Replacement of existing sidewalks when streets are reconstructed will require construction easements to allow space for forms and contractor's workmen. In most cases, the owners are willing to donate these easements.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The improved road surface will improve safety, vehicle control and fuel economy.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change in road surface area or drainage system. There will be no additional impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There will be no change in road alignment or grade and therefore there will be no additional impact.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a maintenance effort with no additional travel lanes proposed

OTHER DOCUMENTATION

PREPARED BY X	**TELEPHONE NUMBER**	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**

[illegible] STEVE RIDDELL (C.O.P.)

7-1

10175

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Program Section - ATTN: D. E. SWAN

DATE: June 2, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Arterial Overlays and Reconstruction, Phase 5
City of Portland
Multnomah County

Here is our programming packet for the Portland Arterial Overlays and Reconstruction Project, Phase 5. Included are a project prospectus, federal aid project request and an agreement information sheet.

This is an Interstate Transfer Project sponsored by the City of Portland. This is the fifth phase of an ongoing overlay program that has been pursued by the City of Portland in annual increments. It is listed in the October 1982 MSD TIP on page 6. The current Six-Year Highway Improvement Program shows this project on page 71.

The Metro Environmental Unit has recommended this project be categorized as a Class II Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed survey authority. The Location Section should add estimates for the Salem offices.

MSD has approved obligation of funds for preliminary engineering from the FY '83 allocation of Interstate Transfer funds. Upon completion of the PE estimate, please notify Earl Mershon of the amount, so that we may advise the City.

Please request FHWA approval and obligation of funds for preliminary engineering.

APPROVED JANUARY 19, 198~~1~~2 IN SIX YEAR HIP.

TAS:ECM:nm
Attachment
cc: Frank Terpin
Jim McClure
Curt Duval
Jon Rose
Don Fantz
Robin Brooks

D. E. Swan - Please Add to PCS and Program.
R. N. Bothman
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
Cam Gilmour

R. Trygstad
Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Region 1:
E. L. Hardt
T. Spence
J. Rose
Steve Green

Contains Recycled Materials

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Arterial Overlays & Reconstruction, Phase 5				REGION Metro Region
STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM TO	LENGTH 8-10 miles
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Portland City Streets	
ROUTE # N/A	FEDERAL AID # Various FAU Routes	APPLICANT (IF OTHER THAN STATE) City of Portland		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)	x	FILES	(#)	0
RIGHT OF WAY		$ 1	PAVING	(✓)	x	ACRES	(#)	0
ROADWAY	$ 1799		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 50					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 740		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 2589	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 5/84	RECOMMENDED FUNDING SOURCE FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Arterial streets deteriorate as a result of traffic wear and heavy loadings. This deterioration consists of rutting in the wheel tracks, alligatored pavement, pot holes, and base and sub-base failure. Timely repair is necessary to prevent damage becoming more extensive and necessitating more expensive repairs and reconstruction.

PROPOSED SOLUTION

Cold plane street surface to restore crown and construct overlay. Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time & complete replacement of the base & repair of the sub-base is required. Curb replacement may be necessary, as part of this reconstruction, where curbs have cracked or settled and no

REQUESTED, REGION ENGINEER X Elwood V Hartt	DATE 6-1-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT ROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro Region

PROJECT JUSTIFICATION

Proposed Solution (continued):

longer form an effective barrier to water entering the base and sub-base.

Project Justification

This project is the fifth year of a program to improve Portland's arterial streets by repairing them prior to the time complete reconstruction is required. This project conforms to the City of Portland's Comprehensive Plan goal of retaining and maintaing the existing transportation system. The Metropolitan Service District has programmed this project in its Transportation Improvement Program.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Arterial Overlays and Reconstruction, Phase 5

REGION Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	E	STORM SEWER	E	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOUPCE WATER	N
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	E	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	E	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N

UTILITIES A (LIST BELOW)

COMPANIES Portland General Electric
Pacific Power & Light Co.
Pacific Northwest Bell Telephone Co.
Cable Systems Northwest
Liberty Cable
Northwest Nat.Gas. Portland Water Bur.

DESIGN SPEED Varies

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							Varies									
							No Change									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Arterial Overlays and Reconstruction, Phase 5

REGION Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Replacement of existing sidewalks when streets are reconstructed will require construction easements to allow space for forms and contractor's workmen. In most cases, the owners are willing to donate these easements.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The improved road surface will improve safety, vehicle control and fuel economy.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change in road surface area or drainage system. There will be no additional impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There will be no change in road alignment or grade and therefore there will be no additional impact.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a maintenance effort with n
additional travel lanes proposed

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

STEVE BIDDELL (C.O.P.)

PROJECT . ROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Arterial Overlays and Reconstruction, Phase 5

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE May 26, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	75,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	1,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

The City will perform the field survey and prepare the design. The State will monitor, perform soils analysis, surface design, and complete PS&E.

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

METRO BRANCH
PROGRAM MANAGEMENT UNIT
MAR 3 REC'D

February 25, 1983

Jon Rose
ODOT-Metro
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed for ODOT processing is a Federal Aid Project Request and a Project Category Request for the Fifth Year of the Arterial Overlays/3R Project. As part of the engineering, pavements on these streets will be evaluated in order to develop a prioritized listing of overlays and reconstruction. For this reason, specific streets to be overlaid have not been identified at this time. The City Council has identified the size of this program for this year; therefore, funding approval has been requested from MSD and is being requested through this application for FHWA.

If you have any questions concerning this project, please call Steve Riddell at 796-7232 or Dave Hill at 796-7156.

Sincerely,

Jerry Markesino

Jerry Markesino
Engineer III
Program Manager
Bureau of Street & Structural Engineering

STR:mm

c: w/attachments: Dave Hill
Reading File

FEDERAL AID PROJECT REQUEST

Date February 1, 1983

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, ~~FAUS~~ FAIX Project

Federal Aid Route No. ________ **Route Name** ________

Project Name ARTERIAL OVERLAYS & RECONSTRUCTION 5

Project Length 8-10 miles **Project Location (Attach sketch map)**

Project Description Construct overlays and reconstruct base where needed on arterial FAUS routes on the Portland City Street System. This request is for 5th year of an ongoing program. Specific streets for the project will be identified following evaluation of the system.

Average Daily Traffic 1,500 to 30,000 ADT **Design Speed** to 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 to 78 **Travel Lanes** 2 to 4 **Shoulders** on a very few

Medians on a few **Parking** on most

Sidewalks on most

Remarks ________

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 to 78 **Travel Lanes** 2 to 4 **Shoulders** on a very few

Medians on a few **Parking** on most

Curbed ________ **Length Curb Radii** ________

Sidewalk/Bikeway on most

Remarks ________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies **Minimum** ________ **Maximum** ________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes______ No X

3. Will additional right-of-way be needed? Yes X (Easements) No______
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No______
Remarks ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

____

2. **Proposed Signalization:** Will not be changed

Location ______

Type ______

Phases ______

Type of Suspension ______

Interconnected ______

Remarks ______

3. **Permanent Signing:** Will not be changed

Include in project or by applicant? ______

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** Will not be changed

2. **Proposed Illumination:**

Location ______

Type ______

Remarks ______

V. STRUCTURE DATA

1. **Existing Structure:** N/A

Location ______

Type ______

Approach Roadway Width ______ Shoulder Width ______

Length ______ Width ______

To remain in place? ______

2. **Proposed Structure:**

Location ______

Approximate Size: Length ______ Width ______

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. **RAILROAD DATA** Unknown at this time.

1. Are there any railroad crossings? Yes____ No____

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered? No

   Remarks

VII. **ACTION PLAN REQUIREMENTS**

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	L. David Hill, Engineer IV Bureau of Street & Structural Engineering Office
2. Environmental	1120 SW 5th Avenue, Room 840, Portland,Ore. 97204 Office
3. Public Hearing	Attn: Dave Hill, 796-7156 Office

Remarks

VIII. **GENERAL INFORMATION**

1. Project preliminary engineering to be performed by:

   Applicant X State____ Consultant____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: Overlay and raise inlets, manhole and valve covers.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 2,589,000
Right-of-way costs (if participating)	1,000
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	50,000
PROJECT TOTAL	$ 2,640,000

Remarks Inlets, manhole and valve covers will be raised by paving crew.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND, OREGON and/or ______ COUNTY

By Richard O Schmidt By ______

By Richard O. Schmidt, P.E. By ______

STATE HIGHWAY COORDINATOR By ______

(1976)

9x5 4

6-28-83

Cliff Christianson says FHWA cannot approve this project because they (city) have not identified the streets to be overlayed or reconstructed. FHWA will not approve a project to study the City street system to identify the streets to be overlayed or reconstructed. Notified Jon Rose - he will discuss w/City.

7-21-83
Discussed w/Jon again G

9864 [illegible]

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City Sts., Citywide (Portland) "Arterial St. (Portland) Overlay & Recon. Proj. No. 5	178	30165	IX-0000(57)	Various	City Sts.

Access Control NA Parking Restrictions NA System Revision None

Airports (within 2 Mi.) NA ROW NA

Water Development NA Recreation & Historical Areas NA

County Multnomah Code 051 (I-505 Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ XXXX Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1 & 3.

(2) Included in MSD FY '83 AE/TIP on Page 36, No. 29.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
X " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 86,800
85%FF	$ 73,780
9%STATE	$ 7,812
6% CITY	$ 5,208

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: 1) Attached is a copy of "Authority for Survey", project map & list of locations.
2) Concept based on March 27, 1980, letter to you from the Director of ODOT.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-4-83	Gary A. Potter	Manager, Program Section

XC: GARY ZEHNER

1XC-1

STATE OF OREGON

726-1953

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: February 7, 1984

FROM: Curtis H Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: Arterial Street Overlay Project #5
Unit 1

To Final Design 2/9/84

The City has completed preliminary engineering for this project and has asked that it be prepared for contract. Transmitted is the following information on the project:

1. Engineer's narrative.
2. Underground utility report.
3. Engineer's estimate, bid schedule, and cost estimate.
4. Draft special provisions.
5. The original mylars of the project plans.
6. Signature sheet for special provisions to be applied as indicated on attached note.

Please note that this is Unit 1 of the overlay project #5. Unit 2, which deals with street reconstruction, will be submitted for a separate contract in a few weeks.

The special provisions are referenced to the 1984 Standard Specifications. The engineer's narrative includes the justification for the permanent striping to be done by Force Order rather than contract. Also included with the engineer's narrative is a sample overlay design calculation and a tabulation of the conversion from Dynaflect to Benkleman beam values and pavement designs for specific streets. The work required by the Note #1, "Contractor to lay out pavement striping", on sheet #2C, 2D, 2E, and 2F, is explained in the special provisions.

Please return one set of prints marked with your review comments and required changes for concurrence by the City.

CD:DF:po

Attachments

FAIX (I-505 TRANSFER)
FY 1984
Orig. Est. $2,676,000
Field Est. $561,977

RECEIVED
FEB 08 1984
LOCATION
SECTION

W

81-125-1387

UNDERGROUND UTILITIES REPORT

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)

FAU NO. IX-0000(57)
PREFIX NO. 726-1953

This document is intended to serve as a guide to identifying the utilities that exist within the project area and any conflicts they present.

Utility Location

Due to the nature of the project the underground facilities for the utilities will not be shown on the plans. Manholes, valves, traffic signals, etc., are shown on the plans.

Utility Coordination

Utility coordination is the responsibility of the City of Portland. The utility companies have received copies of the preliminary plans and are mentioned in the project specifications. The utility companies are working to resolve any conflicts that exist.

Affected Utilities

The following organizations have existing utilities within the limits of the project:

1. Portland General Electric
2. Pacific Power & Light
3. Northwest Natural Gas Company
4. Pacific Northwest Bell
5. City of Portland (Water)

Utility Conflicts

There are no known utility conflicts at this point.

Reimbursement Eligibility

The Water Bureau usually performs adjustments of their facilities, however this work is included in the bid items on this project. There is therefore no reimbursement of any utilities on this project.

Mel Mohning
Project Engineer

MEM:am

ENGINEER'S NARRATIVE

Arterial Street Overlay Project No. 5 (Portland) Unit 1

FAU No. IX-0000(57)

Prefix No. 726-1953

This document is intended to serve as a guide to the preliminary engineering on this project.

Project Description

The project will rehabilitate FAU designated arterial streets within the City of Portland.

The scope will include cold planing the existing A.C. pavement, repair of existing base and sub-base structural deficiencies, adjustments of incidental structures, and constructing an asphalt concrete overlay.

Project Development

A major list of streets compiled by Maintenance Bureau were analyzed and visually surveyed to determine extent of rehabilitation required. Dynaflect measurements were taken on all traffic lanes and a design overlay was calculated using classified traffic counts and a conversion factor to convert dynaflect measurements to Benkleman Beam deflections. (See enclosed summary and sample calculations.) Streets were divided into two groups. Those streets that can be overlayed and those streets which require reconstruction. Those streets with unresolvable utility conflicts were eliminated. Generally, the streets that can be overlayed are those having a design overlay of 2.5" or less and do not have major areas of structural deficiencies.

The streets to be reconstructed are those having a design of over 2.5" or have major areas of structural deficiencies. The reconstruct streets will be included in Unit 2 of the Arterial Overlay Project.

Design

The visual survey identified location and extent of structural and non-structural deficiencies.

Structural deficiencies are areas requiring the removal of roadway surfacing and base material with possible areas of sub-base removal. The roadway section will then be reconstructed with 2 equal lifts of asphalt concrete to a total depth of 9 inches. Any excavation below 9 inches will be backfilled with 1"-0" aggregate base and the two lifts of 9" asphalt concrete will then be placed.

Non-structural deficiencies include wheel ruts, depressed or broken utility cuts, cracked and open texture surfaces, high crowns, high cross-slopes at intersecting streets, minimal curb exposure, and drainage problems. These non-structural deficiencies will be corrected by cold plane profiling of the full width of roadway surface, to help maintain or if possible improve the roadway section and/or curb exposure. The design overlay has been increased to reflect possible loss of structural adequacy by the 2-inch nominal cold plane depth of asphalt concrete removed. It has been assumed that 1" additional overlay will be required, unless the section already has shown that less than 1.5 inch structural overlay is required, i.e. NE 21st Avenue and N. Vancouver Avenue. The street will be dynaflected in the traffic lanes after cold planing is completed to determine the actual design overlay required to maintain structural adequacy.

In addition to maintaining the structural integrity of the street, the overlay will restore rideability important to an urban environment, where homes and commercial buildings are in close proximity to the streets. The high density of existing utility patches and other surface irregularities does more than cause driver discomfort and threaten vehicle control. The high traffic volumes and surface condition combine to affect the comfort of residents and structural integrity of their property.

The asphalt thickness will vary from the nominal depths on the plans to thinner depths at curbs and high crowns and thicker depths in depressed areas. Class "C" mix, with 100% passing the 3/4-inch sieve, should be specified to meet the requirement for thinner sections and a water tight riding surface.

Specifications

A change has been made in subsection "204.33 Surface Tolerance". It is felt that the 0.02-foot is too tight of a specification for a street that will be paved with an A.C. overlay. A substitution of 0.04-foot is suggested as shown in the preliminary specifications.

Bid Items

Following are changes in this year's Arterial Overlay Project:

Included on the plans and in the bid items is work to adjust manholes and valve boxes, work usually done by the City Water Bureau. This change has been made because of the "cost-effective" requirement by the Federal Highway Administration; since we have no basis for cost comparison on this work. By including them as bid items we will be able to compare costs to determine the most cost-effective approach to doing this work in future projects.

A bid items has been added for replacement of existing curbs which are in poor condition. This item will include all work necessary to remove and reconstruct the curbs.

Utility Conflicts

All utilities have been notified of the project and any conflicts will be resolved before or during the construction. All utility coordination will be the responsibility of the City of Portland.

Drainage

Cold planing along curbs and around inlets will be done to eliminate any drainage problems and to maintain existing drainage. Inlets will be adjusted when they are excessively off-grade after completion of the overlay.

Traffic Control and Striping

Traffic control during construction and temporary striping will be the responsibility of the contractor as called for by the plans and special provisions.

The replacement of loop detector at the intersection of 82nd and Foster will be done by City crews as an anticipated item, since this work is only partial replacement of an active existing system. The loop must be replaced, as well as the loop feeder all the way back to the terminal in the controller cabinet. The loop wires go through a 1" conduit that is shared by six other active wires. City crews are familiar with the entire system and will be able to protect and maintain the system whereas a private contractor may not be able to do the work in such a manner.

Permanent striping will be done by City crews as well. See "cost-effectiveness" justification below.

"Cost Effectiveness" of Permanent Striping and Markings

The City of Portland and other local agencies have been requested to provide a cost-effectiveness comparison whenever project work by State Force Order is requested.

Permanent pavement striping and pavement marking estimates are comparable as follows between a private contractor and City of Portland crews:

Item	Unit	Quant.	Contract Unit Cost	Contract Total/Unit	City Unit Cost	City Total Unit
4" Painted Solid Pavement Line	Mile	0.02	185.00	3.70	100.00	2.00
4" Painted Skip Pavement Line	Mile	4.48	77.00	344.96	100.00	448.00
4" Painted Solid Double Pav'mt.Line	Mile	0.47	330.00	155.10	100.00	47.00
4" Taped Pavement Line	L.F.	1340	0.30	402.00	0.78	1045.20
Thermoplastic Arrow	Each	4	200.00	800.00	33.00	132.00
Thermoplastic "Only"	Each	2	175.00	350.00	37.00	74.00
Thermoplastic Line	S.F.	2399	3.60	8636.40	1.56	3742.44
4" Type II Pavement Markers	Each	378	1.90	718.20	1.94	733.32
Subtotal				11,410.36		6,223.96
Supervision	L.S.	All+		Supervision	12.7%	790.44
Engineering	L.S.	All	9%	1,027.00		0.00
Total				12,437.36		7,014.40

The preceding contract unit cost estimates were obtained from ODOT Cost Analyses and ODOT Construction (12/83). The City unit cost estimates were obtained from the Bureau of Maintenance from their actual unit costs that they are presently charging. The reasons that the costs for the City doing the work are less are that 1) The City has up-to-date equipment and templates to do work quickly and efficiently, 2) This is routine work for these crews; 3) The crews can do this work as part of other work in the area, 4) There is no mobilization charged by the Maintenance Bureau since the striping crews and equipment are already working on regular City maintenance striping City-wide.

In addition to the cost savings of actually doing the work, savings can be realized in engineering since no inspection of City crews will be required by the Project Manager.

The City of Portland feels that their own crews can do the best and most effective (not just lowest cost) job of pavement marking and striping because 1) The crews know how to do the work, have all the experience, equipment and materials on hand, do not need construction engineering supervision and charge only actual costs - no profit involved.

If you have any questions or comments about the project, contact Mel Mohning at 1120 SW 5th Avenue, Room 838, Portland, Oregon 97204 or Phone 796-7161.

Mel Mohning
Project Engineer

MEM:jw

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Arterial Overlay Project No. 5 (Portland) Unit 1	County Multnomah		Sheet 1	of 2
Kind of Work Paving	Length 3.78 mi.	Date 12-83	Name M. Mohning	

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (4%)	1100050	L.S.	All	L.S.	18,167
2	Temp.Prot. & Direction of Traffic (3%)	1110010	L.S.	All	L.S.	13,624
3	Flagperson	1110360	Hr.	1795	20.00	35,900
4	Removal of Pavement & Base	2020280	S.Y.	1624	6.50	9,744
5	Cold Plane Pavement Removal	2020400	S.Y.	80,217	2.00	160,434
6	General Excavation	2030180	C.Y.	55	10.00	550
7	1"-0 Aggregate Base	3040095	C.Y.	55	20.00	1,100
8	Class "C: Asphalt Concrete Mixture	4030300	Ton	8,905	17.00	151,385
9	Class "C" Asphalt Concrete Mixture in Leveling	4030400	Ton	818	20.00	16,360
10	Asphalt Cement in Mixture	4031100	Ton	585	165.00	96,525
11	Replace P.C. Concrete Curb		L.F.	665	10.00	6,650
12	Extra for Asphalt Driveway Wedges		Ea.	25	60.00	1,500
13	Adjusting Manholes with Riser Rings	6280020	Ea.	8	130.00	1,040
14	Adjusting Manholes Resetting Frame	6280020	Ea.	45	250.00	11,250
15	Adjust Inlets	6280100	Ea.	9	200.00	1,800
16	Adjust Boxes	6280180	Ea.	42	100.00	4,200
17	Salvage Cold Plane Grindings*		Ton	8,679	5.00	(43,395)
	*(Credit to Project)					
	SUBTOTAL					486,834
	Anticipated Items					
	1) Traffic Loop Replacement) (City of Portland)					1,350
	2) Permanent Striping (City of Portland)					6,950
	SUBTOTAL					495,134

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Arterial Overlay Project No. 5 (Portland) Unit 1	County Multnomah		Sheet 2 of 2
Kind of Work Paving	Length 3.78 mi.	Date 12-83	Name M. Mohning

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Engineering (9%)					44,562
	Contingency (4.5%)					22,281
	TOTAL					561,977

734-1736 (8-81)

Section Arterial Street Overlay Proj. [illegible]

Highway City Streets [illegible] Unit 1 Project Length 3.78 miles

County Multnomah Completion Time 90 Calendar days

9804

Kind of Work Paving Est. Comp. Date 8-26-84

Prefix 726-1953-921 Letting Date April 26, 1984 Project No. IX-0000 (62)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 495,571.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping (City of Portland)	6950.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 8300.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Traffic Loop Replacement (City of Portland)	1350.00	
Adjust Utilities:		

Subtotal $ 503,871.00

Contingencies (4-1/2%) 22,674.20

Engineering (8, (9), 10%) 45,348.39

Subtotal $

Credit for ______

Estimated Net Authorization, Construction . . . . $ 571,893.59

APPROVED cc: Wayne Schulte

Rec'd.
3-20-84
G

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Arterial Street Overlay Proj. No. 5 (Portland) unit 1		COUNTY Multnomah		SHEET 1 OF 1
KIND OF WORK Paving	KEY NUMBER	LENGTH 3.78 Miles	DATE 3-16-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	Mobilization		Lump Sum	All	—	18,167.00
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	—	13,624.00
3.	Flaggers		Hour	1120	20.00	22,400.00
	ROADWORK					
4.	Removal of Surfacing		Sq. Yd.	1624	6.50	10,556.00
5.	General Excavation		Cu. Yd.	55	10.00	550.00
6.	Cold Plane Pavement Removal		Sq. Yd.	84,225	2.00	168,450.00
7.	1"-0 Aggregate Base		Cu. Yd.	55	20.00	1100.00
8.	Class "C" Asphalt Concrete Mixture		Ton	9357	17.00	159,069.00
9.	Class "C" Asphalt Concrete Mixture					
	in Leveling		Ton	818	20.00	16,360.00
10.	Asphalt Cement in Mixture		Ton	610	165.00	100,650.00
11.	Concrete Curbs		Lin. Ft.	665	10.00	6650.00
12.	Extra for Asphalt Driveway Wedges		Each	25	60.00	1500.00
13.	Adjusting Manholes with Riser Rings		Each	18	130.00	2340.00
14.	Adjusting Manholes, Resetting Frames		Each	45	250.00	11,250.00
15.	Adjusting Inlets		Each	7	200.00	1400.00
16.	Adjusting Boxes		Each	49	100.00	4900.00
17.	*Salvage Cold Plane Grindings					
	(Minus) (Credit to Project)		Ton	8679	5.00	(-43,395.00)

734-1736 (REV. 2-84)

7-C-1

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

3-[illegible]

Highway # 726
Multnomah Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-0000(57) Prefix 726-1953

Project Name Arterial St. O'lay Proj. #5 (Portland)
Unit 1 (only)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 27 day of February, 1984

City of Portland

Certified By:

______
Regional Right-of-Way Supervisor
Date 3/22/84

R. O. Schmidt
City Engineer

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 28, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30165
Project No. IX-0000(62)
Arterial Street Overlay Proj. No. 5 (Portland) Unit 1
City Streets (Portland)
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1984.

Project concept was approved by letter dated March 27, 1980 to you from the Director of ODOT.

DRH:cm

Attachments

cc:	E. L. Hardt	(Metro)
	Jon Rose	(Metro)
	Wayne Schulte	(Metro)
	Karen Bunk	(Metro)
	Gary Zehner w/att.	
	General Files	

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-28-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Citywide (Portland)	ADT	PRESENT N/A	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Resurfacing (3R)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX	NUMBER 0000
										SEQ. NO. (62)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Multnomah			CODE 051
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID Various	STATE City Sts.	U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000	(07)	"Arterial Street Overlay Proj. No. 5 (Portland), Unit 1"	3.709	600,000	(I-505) 510,000	54,000	36,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	3.709	600,000	510,000	54,000	36,000
		PROGRAM APPROVAL DATES 10-1-83					REMARKS	

Additional Data: Item No. 30155
No. IX-0000(S7

Key #1810

(OVER)

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-28-84

PROJECT LOCATION (45 typewriter spaces) Citywide (Portland)	ADT	PRESENT N/A	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 177	ITEM NO. 30165

POSED WORK (35 typewriter ng (3R)	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX	NUMBER 0000	SEQ. NO. (62)	I. Projects Only POST MI.	DESIG.	

FUNDS
e Transfer Grants

EA
rtland

COUNTY NAME: Multnomah CODE: 051

ROUTE NO.: U FEDERAL-AID: Various STATE: City Sts. U.S.:

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) I000	(07)	"Arterial Street Overlay Proj. No. 5 (Portland), Unit 1"	3.709	600,000	(I-505) 510,000	54,000	36,000	
PROJECT TOTALS			3.709	600,000	510,000	54,000	36,000	

RED BY: DRH

AM APPROVAL DATES: 10-1-83

REMARKS

Additional Data: Item No. 30155; Project No. IX-0000(S7).

(OVER)

ey #1810

Arterial Street Overlay Proj. No. 5 (Portland), Unit 1

Remarks continued:

Project Data: Work under this project consists of high-type pavement overlay with selective base and surfacing repair prior to overlayment, drainage as required, utility adjustments as necessary, and incidental work common to this type of project on the following existing city arterial streets listed below:

Sheet	FAU Route	Street Name	Section	Mile
3	9800	S.E. Division St.	50th - 60th	0.468
4	9776	S.E. Foster Road	78th - 82nd	0.267
5	9810	S.E. Stark St.	12th - 20th	0.339
6	9366	S.E. Madison St.	Grand - 12th	0.339
7	9760	S.E. Bybee Blvd.	McLoughlin O'xing-Tolman	---
8	9773	S.E. 28th	Tolman - Woodstock	0.612
9	9811	N.E. 21st Ave.	Broadway - Fremont	0.930
10-11	9957	Vancouver Ave.	Ainsworth - Lombard	0.754
			Total	3.709

Maintenance and Accommodation of Utilities: State-City Agreement No. 7927 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) was executed october 20, 1983.

Note: 1) This project is in Congressional District 3.
2) Included in MSD FY'84 AE/TIP on page 28 No. 13 and FY'84 AP in 6 Yr. HIP pg. 119.

9804

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

March ~~29~~ 30, 1984

Wayne Schulte
Federal Aid Specialist
ODOT-Metro Region
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Review and Approval of Preliminary Plans for Arterial Street Overlay Project

Dear Wayne,

We have reviewed and approved as noted the subject plans which are enclosed. Please note that on page 26, the bid item Salvage Cold Plane Grindings has been eliminated. My staff has already discussed this with Salem ODOT staff (Specifications Unit) and they are changing the plans and specs to reflect this.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Design & Construction Management
Bureau of Transportation Engineering
796-7156

LDH:jw

Enclosure

CC: Road Design
Specs

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 2 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Zehner
FOR ______

From Metro W. Schulte
Date 3-30-84
To W. Cabina
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Reviewed and approved plans from C.O.P. The letter refers to page 26; it should be 2G.
Comments from Metro staff not yet rec'd.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
2A	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
2B-2F	DETAILS
2G	SUMMARY SHEET
3-11	STREET PLANS

STATE OF ORE

DEPARTMENT OF TRAN

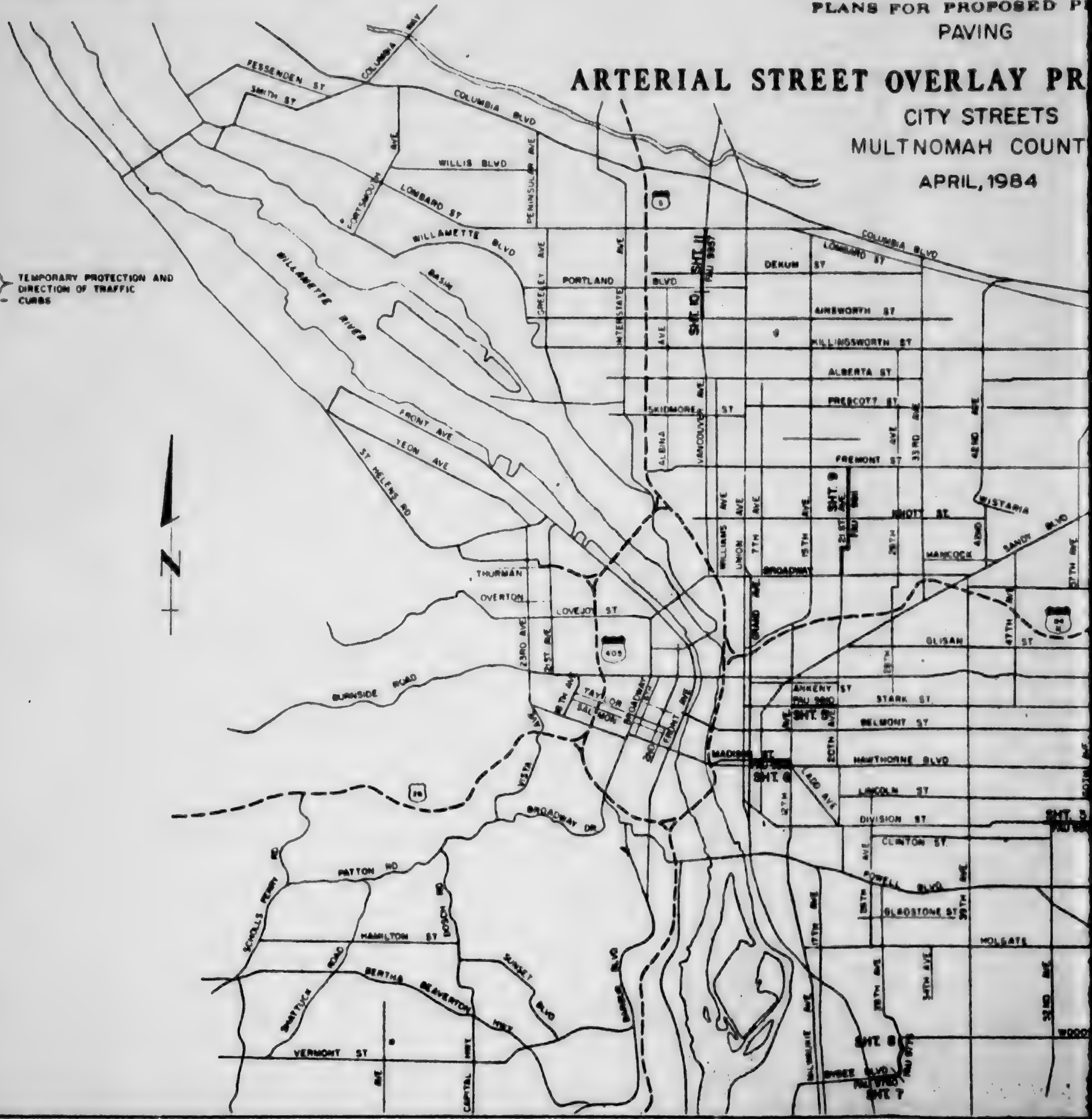
STATE HIGHWAY

PLANS FOR PROPOSED P
PAVING

ARTERIAL STREET OVERLAY PR

CITY STREETS
MULTNOMAH COUNT
APRIL, 1984

DWG.
S-5, S-6 } TEMPORARY PROTECTION AND
S-12, 2126C } DIRECTION OF TRAFFIC
2077 - CURBS


FESSENDEN ST
SMITH ST
COLUMBIA HWY
COLUMBIA BLVD
WILLIS BLVD
PORTSMOUTH AVE
PENINSULAR AVE
LOMBARD ST
WILLAMETTE BLVD
BASIN
WILLAMETTE RIVER
GREELEY AVE
PORTLAND
BLVD
INTERSTATE AVE
SHT. 10
SHT. 11
DEKUM ST
LOMBARD ST
AINSWORTH ST
KILLINGSWORTH ST
ALBERTA ST
PRESCOTT ST
SKIDMORE ST
ALBINA
VANCOUVER AVE
FRONT AVE
YEON AVE
ST HELENS RD
FREMONT ST
33RD AVE
42ND AVE
SHT. 9
KNOTT ST
WISTARIA
SANDY BLVD
WILLIAMS AVE
UNION AVE
7TH AVE
15TH AVE
21ST AVE
28TH
42ND
HANCOCK
57TH AVE
BROADWAY
THURMAN
OVERTON
LOVEJOY ST
405
GRAND AVE
47TH AVE
80
GLISAN
ST
23RD AVE
21ST AVE
BURNSIDE ROAD
ANKENY ST
STARK ST
SHT. 5
BELMONT ST
TAYLOR
SALMON
BROADWAY
FRONT AVE
MADISON ST
SHT. 6
HAWTHORNE BLVD
LINCOLN ST
LADD AVE
12TH
20TH AVE
DIVISION ST
CLINTON ST
SHT. 5
VISTA
26
BROADWAY DR
PATTON RD
POWELL BLVD
GLADSTONE ST
39TH AVE
HAMILTON ST
SCHOLLS FERRY RD
SHATTUCK ROAD
BERTHA BEAVERTON HWY
SUNSET BLVD
BARBUR BLVD
17TH AVE
28TH AVE
34TH AVE
HOLGATE
52ND AVE
VERMONT ST
CAPITOL HWY
MILWAUKIE AVE
SHT. 8
BYBEE BLVD
SHT. 7
WOOD
N

17V-205

Arterial Street Overlay Proj. No. 5 (Portland) UNIT 1 CITY STREETS MULTNOMAH COUNTY				SHEET No.
				1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(62)	1984	See Index

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

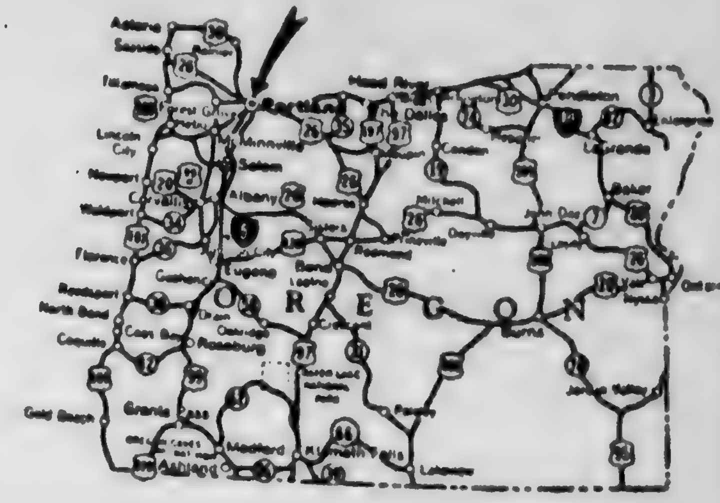
PAVING

T OVERLAY PROJ. NO.5 (PORTLAND) UNIT 1

CITY STREETS

MULTNOMAH COUNTY

APRIL, 1984



Astoria
Seaside
Portland
Hood River
The Dalles
Pendleton
La Grande
Lincoln City
Newport
Salem
Albany
Corvallis
Eugene
Florence
Reedsport
North Bend
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Gold Beach
Klamath Falls
Lakeview
Baker
Ontario
Bend
Burns
O R E G O N

APPROVED AS NOTED

L. David Hill

Bureau of Transportation Engineering

For CITY OF PORTLAND

Date 3/29/84

PRELIMINARY COPY
MAR 22 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED R.O. Schmidt
R.O. SCHMIDT, CITY ENGINEER DATE

L. DAVID HILL

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

_______________________ _______ DATE

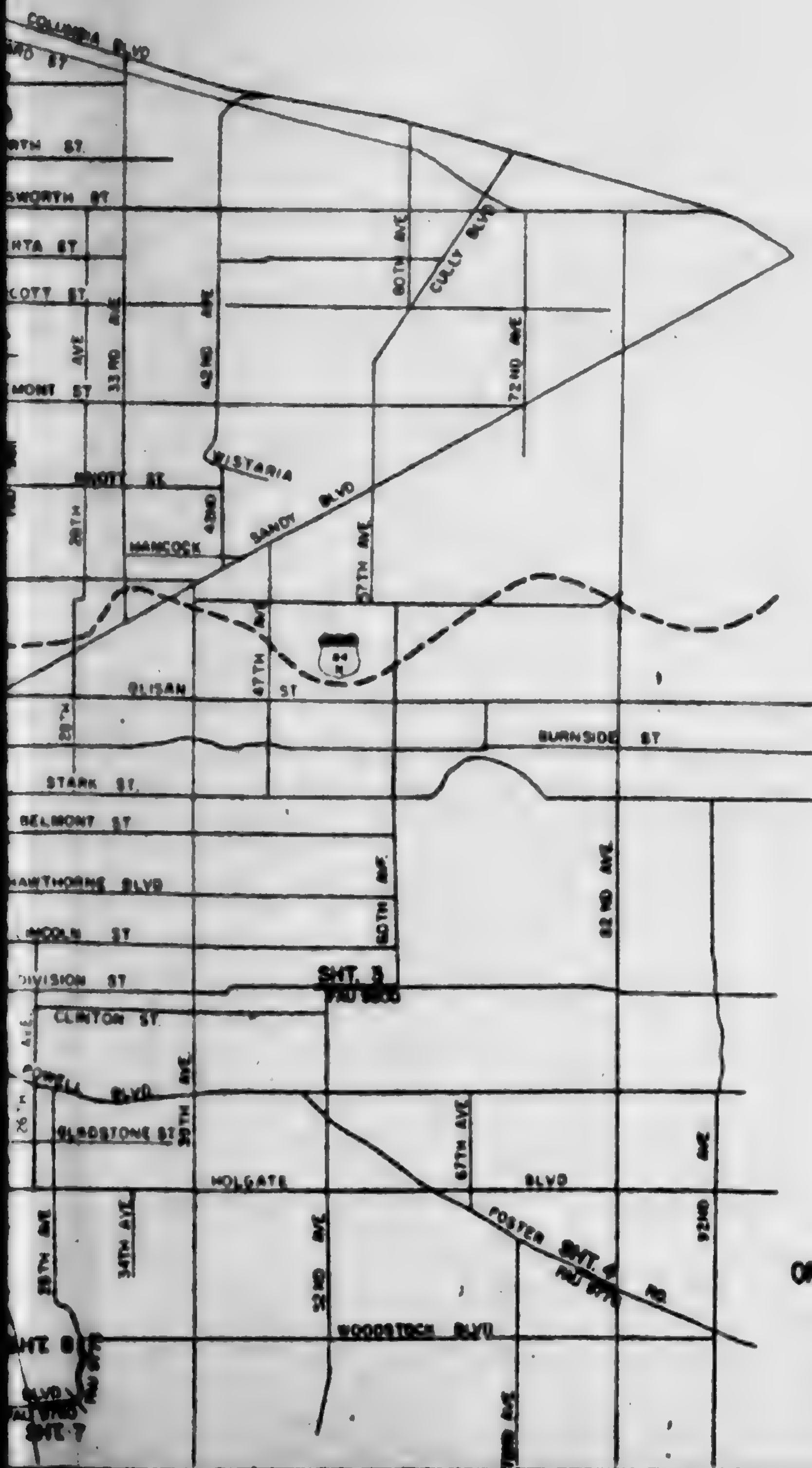
_______________________ _______

_______________________ _______

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

_______________________ _______
DISTRICT ENGINEER DATE



COLUMBIA BLVD
RTH ST
SWORTH ST
NTA ST
KOTT ST
MONT ST
33RD AVE
42ND AVE
60TH AVE
CULLY BLVD
72ND AVE
WISTARIA
SANDY BLVD
HANCOCK
28TH
57TH AVE
47TH AVE
GLISAN ST
BURNSIDE ST
STARK ST
BELMONT ST
HAWTHORNE BLVD
NCOLN ST
DIVISION ST
SHT. 5
CLINTON ST
POWELL BLVD
GLADSTONE ST
39TH AVE
HOLGATE BLVD
67TH AVE
FOSTER RD
SHT. 6
82ND AVE
92ND AVE
52ND AVE
34TH AVE
28TH AVE
WOODSTOCK BLVD
SHT. 7

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred Miller	DIRECTOR OF TRANSPORTATION

9804

April 6, 1984

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

We have advertised the Arterial Street Overlay Project No. 5 for bid opening on April 26, 1984.

The City's 65 percent, early deposit, share is computed as follows:

Total Estimated Const. Cost (Excluding Const. Engineering)	$ 571,900
Less Federal Funds	(486,115)
Less State Share (9%)	(51,470)
Total Estimated City Share	$ 34,315
City's Early Deposit: 65% of $34,315	$ 22,300

Please submit your $22,300 deposit using one of the three options for payment described in the attachment.

The construction estimate is confidential, please treat it accordingly.

Very truly yours,

Gary A. Potter, Manager
Program Section

4-24-84
Rec'd.
22,300
LGP
W

GEZ:bkb
Att.
bcc: w/ad #84-24: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-25 when deposit is received.

11C4

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Arterial Overlays and Reconstruction

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 726-1953

DATE April 23, 1984

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT		200	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		105,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		5,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 118,200
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$ 86,800
FEDERAL AID PROJECT NUMBER IX-0000(57)						ADD. AUTH. REQUIRED		$ 31,400

LOCATION ENGINEER'S REMARKS

See attached letter

"Bring Up"

PREPARED BY	DATE 4-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED, REGION ENGINEER X	DATE 5/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-19-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Policy & Program Manager

DATE: April 24, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

File: 726-1953

SUBJECT: Arterial Overlays and Reconstruction
Multnomah County
Revised Authority #2
IX-0000(57)

Attached is a request for revised survey Authority #2 on the subject project. Following is a justification of revisions:

903 - Additional $30,000: Project was split into two units covering two separate systems of streets. Additional development costs involved.

Additional request: $30,000.

Also underestimated or omitted in the previous survey authority #2 were Functions 910, 918, 937, and [illegible] for an additional requested $1,400.

pa

Grand Total additional requested $31,400

Attachment

81-125-1387

7104

May 1, 1984

PRO

Mr. Dick Schmidt
Highway Coordination
Bureau of Street & Structural
Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On April 26, 1984, we received a satisfactory bid from AFAB, Inc., doing business as Quality Paving of Fairview for the Arterial Street Overlay Project No. 5, Unit 1.

The city share of the construction cost is computed as follows:

Contractor's Bid		$ 421,944.00
Anticipated Additional Items:		
Permanent Striping by City	$ 6,950.00	
Traffic Loop Replacement by City	1,350.00	8,300.00
SUBTOTAL		$ 430,244.00
Contingencies (4 1/2%)		19,360.98
Engineering (9%) by City (not included)		-0-
TOTAL FOR COMPUTATION OF CITY SHARE		$ 449,604.98
CITY SHARE: 6% of $449,604.98 =		$ 26,976.30
Less 65% Early Deposit Rec'd. 4-24-84		(22,300.00)
CITY SHARE		$ 4,676.30
	Rounded	$ 4,700.00

The contract for this project was awarded on May 4, 1984. Please increase your deposit in the Local Government Investment Pool by $4,700.

Very truly yours,

5-18-84
LGIP $4,700
G

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc: w/AD #84-35: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-35 when deposit is made.

7804

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 5, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30165
Project No. IX-0000(57)
Arterial Overlays and Reconstruction #5
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated May 23, 1984.

Approval of this request will involve an increase of $31,400.00 in total cost and obligation of $26,690.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$ 118,200.00	$100,470.00	85
Previous	86,800.00	73,780.00	
Difference	$ 31,400.00	$ 26,690.00	

WH:bkb
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner ✓
Shirley Williams

Form 734-3122

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW

DATE OF REQUEST 11-16-84

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
CV # 07817 84/85	326-1073	903	00	49	1P	3159	31	726-1953	903	00	49	1P	3159	31	
IX-0000 (62)															
IX-0000 (57)															
					TOTAL	3159	31					TOTAL	3159	31	

REASON FOR THIS REQUEST:

to transfer costs incurred after PE. cutoff date to construction engineering, per Rick Evans Audit Report No. 147.

PREPARED BY Pete Gonzales

APPROVED

11-16-84

Form 734-1087 (Rev. 3/80)

SP*71114-734

①

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 373-7763

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: November 5, 1984

FROM: Richard L. Evans
Staff Auditor Richard L Evans

SUBJECT: Audit Report No. 147
City of Portland
Arterial Street Overlay Phase 5
Preliminary Engineering

I have completed a site audit of the State's agreement with the City of Portland, FA Project IX-0000(57). The agreement authorized $86,800. FHWA approved it as of August 8, 1983 and State accepted it on the same date. Total preliminary engineering costs incurred were $103,493.25 during the project period of August 8, 1983 through May 1, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of City's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and City complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim.

City has billed costs totaling $106,652.56; with additional costs of $923.70 yet to be billed. Of the total $107,576.26, costs incurred after May 1, 1984 amounted to $4,083.01 and should be classified as construction engineering, FAP No. IX-0000(62), Prefix 326-1073-903 (Unit 2).

Accordingly, in my opinion, and contingent upon Federal approval of the overrun, preliminary engineering audited costs of $103,493.25 were eligible for participating under the terms of the agreement. Based on the current federal participation rate of 94 percent the City is entitled to reimbursement in the amount of $97,283.66. Since they have previously been paid $95,240.74, the City is now due $2,042.92 which is being withheld as retainage. The balance of the retainage, or $2,969.75 ($5,012.67 less $2,042.92) can also be released, but should be classified as construction engineering. When the final billing of $923.70 is received, it too should be paid as construction engineering. If the participation rate changes between now and the finalization of this project, the balance due the City will also change.

RLE:cl

APPROVED
F R Griffin
F.R. Griffin, Asst. Controller
Oregon State Highway Division

81-125-1387

Contains Recycled Materials

9804

(ORIGINAL)

726-1953

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-22-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8-8-83
TO 5-1-84

FEDERAL AID PROJECT NO.
IX-0000(57)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$115,670.70	$115,670.70	85%	$98,320.10	$98,320.10	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	1-22-85	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	ARTERIAL STREETS (PORTLAND) OVERLAY PROJECT NO. 5 **CITY STREETS IN MULTNOMAH COUNTY**					
	PRELIMINARY ENGINEERING **TYPE CODE PE**					
	WORK BY CITY OF PORTLAND	ALL REQUIRED			$103,493.25	
	STATE	ALL REQUIRED			11,925.61	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$115,418.86	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 251.84	
	TOTAL PARTICIPATING PROJECT COST				$115,670.70	
	PREPARED BASED ON THE PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-24-85.					
	*CITY OF PORTLAND SHARE OF PROJECT COST $6,399.15					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JANUARY 1985        PAGE 1095
                                                                                  FISCAL          GRAND TOTAL
     DESCRIPTION                     PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE

  BNRR @ 30TH & NICOLAI PLD     CONT NO     # FA PROJ NOS RRS 000S011 100                                         STATE
                                    726     1952      296      00 N 9      18.00              .06        104.18CR
                                    726     1952      298      00 N 9      18.00CR            .06CR      104.18
                                    726     1952      901      00 N 1      22.22            22.22         22.22
                                    726     1952      905      00 P 1                                    115.75
                                    726     1952      915      00 P 1      19.34CR            .66           .66
                                                      TOT         P1       19.34CR            .66        116.41
                                                      TOT         N1       22.22            22.22         22.22
                                                 ** JOB TOTALS **           2.88  **        22.88  **    138.63  **

  ARTER OVRLYS & RECON PHS5     CONT NO     # FA PROJ NOS X10 0000057 100                                         STATE
                                    726     1953      294      00 N 1                   2,776.44CR     6,399.15CR
                                    726     1953      295      00 N 9     126.32          527.97         527.97
                                    726     1953      296      00 N 9     312.29CR     37,655.12CR    98,848.07CR
                                    726     1953      298      00 N 9     185.97       37,127.15      98,320.10
                                    726     1953      901      00 P 1      48.20CR         34.11CR     1,227.93
                                    726     1953      902      00 P 1                                    138.54
                                    726     1953      903      00 P 1                  43,114.79     103,493.25
                                    726     1953      905      00 P 1                      52.50       2,208.35
                                    726     1953      910      00 P 1                                  2,095.50
                                    726     1953      913      00 P 1                                    265.00
                                    726     1953      915      00 P 1                     251.84         251.84
                                    726     1953      918      00 P 1                                      3.72
                                    726     1953      920      00 P 1                                    351.65
                                    726     1953      921      00 P 1     266.98          266.98       5,584.96
                                    726     1953      922      00 P 1                                     49.96
                                                      TOT         P1      218.78       43,652.00     115,670.70
                                                      TOT         N1                    2,776.44CR     6,399.15CR
                                                 ** JOB TOTALS **         218.78  **   40,875.56  ** 109,271.55  **

  SE 122ND AVE SE JENNE RD      CONT NO     # FA PROJ NOS X10 9776004 100                                         STATE
                                    726     1954      296      00 N 9                      83.12
                                    726     1954      298      00 N 9                      83.12CR
                                    726     1954      918      00 P 1                       4.88CR
                                    726     1954      918      00 N 1                       4.88            4.88
                                    726     1954      920      00 P 1                      92.91CR
                                    726     1954      920      00 N 1                      92.91           92.91
                                                      TOT         P1                       97.79CR
                                                      TOT         N1                       97.79           97.79
                                                 ** JOB TOTALS **                 **                 **    97.79  **

  NE 47TH AVE-NE OREGON ST      CONT NO     # FA PROJ NOS X10 9837001 100                                         STATE
                                    726     1955      296      00 N 9                   1,320.19CR     1,743.19CR
                                    726     1955      298      00 N 9                   1,320.19       1,743.19
                                    726     1955      901      00 P 1                       9.00         233.13
```

801
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

02/14/86

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
726-1953	1*	X10 -0000-057 APPR-178	98,320.10	109,271.55	115,670.70	85.00	98,320.10	98,320.10		
726-1954	1*	X10 -9776-004 APPR-178		97.79		85.00				
726-1955	1*	X10 -9837-001 APPR-178	1,743.19	2,050.81	2,050.81	85.00	1,743.19	1,743.19		
726-1956	1	X10 -0000-052 APPR-580	11,900.00	1,766.64	1,766.64	85.00	1,501.64	1,501.64		
726-1957	1	X10 -0000-060 APPR-580	322,805.00	741.75	741.75	85.00	630.49	630.49		
726-1958	1	X10 -9958-001 APPR-580	6,205.00	6,951.73	6,951.73	85.00	5,908.97	5,908.97		
726-1959	1	HES -9800-002 APPR-141	6,120.00	809.51	809.51	90.00	728.56	728.56		
726-1960	1	HES -9800-003 APPR-141	6,120.00	477.96	477.96	90.00	430.16	430.16		
726-1961	1	XIG -000C-029 APPR-177	33,000.00	31,127.97	31,127.97	100.00	31,127.97	30,585.39		542.58
726-1962	1	XIG0-000C-030 APPR-580	18,800.00	7,832.88	7,832.88	100.00	7,832.88	7,832.88		
726-1963	1	XIG0-000C-031 APPR-580	7,100.00	961.54	961.54	100.00	961.54	961.54		
726-1964	1	X10 -9964-001 APPR-580	161,500.00	22,716.36	22,716.36	85.00	19,308.91	19,290.53		18.38
726-1965	1	X10 -9962-001 APPR-580	109,650.00	14,253.73	14,253.73	85.00	12,115.67	12,115.67		
726-1966	1	XI -0000-063 APPR-177	142,035.00	10,305.89	10,100.89	85.00	8,585.76	8,585.76		
726-1967	1	XI -0000-065 APPR-177	62,611.00	559.34	559.34	85.00	475.44	475.44		
726-1968	1	X10 -0000-068 APPR-580	13,600.00	7.47	7.47	85.00	6.35			6.35
726-1969	1	BRM -9022-010 APPR-118	34,240.00	514.92	514.92	80.00	411.94	405.30		6.64
726-1970	1	X10 -9235-002 APPR-580	29,750.00			85.00				
726-1971	1	RRP -000S-055 APPR-139	1,800.00			90.00				
726-1972	1	RRP -000S-054 APPR-139	1,800.00			90.00				
726-1973	1	M -9022-011 APPR-Q32	17,982.00			81.79				

9804

Job# 7909
BUD# 623
Assigned 4/30/84

RECEIVED
APR 10 1992
TRANSPORTATION PLANNING
& FINANCE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COST DATE: April 1, 1992

PROJECT NO: IX-0000(62) AGREEMENT NO.: 7927

CITY OF PORTLAND CONTRACT: C09829 & C09804

SECTION: ARTERIAL STREET OVERLAY PROJECT NO. 5

CONSTRUCTION	PARTICIPATING COST	NONPARTICIPATING
UNIT 1		
CONTRACT SUMMARY	$418,164.89	
SFO 2 PERMANENT STRIPING	7,904.30	
SFO 3 TRAFFIC LOOP DETECTOR	826.27	
CONSTRUCTION ENGINEERING STATE	9,547.89	$20.33
CONSTRUCTION ENGINEERING PORTLAND	51,863.98	
LIQUIDATED DAMAGES	- 1,050.00	
AUDIT SERVICE	311.53	
UNIT 2		
CONTRACT SUMMARY	569,297.35	8,589.45
SFO 1 ADJUST WATER FACILITIES	8,539.23	
SFO 2 TRAFFIC LOOP DETECTOR	2,355.85	
SFO 3 STRIPING	3,842.75	
SFO 4 SIGNING	135.31	
CONSTRUCTION ENGINEERING STATE	4,440.82	10,595.51
CONSTRUCTION ENGINEERING PORTLAND	92,312.20	
LIQUIDATED DAMAGES	- 5,455.00	
AUDIT SERVICE	43.39	
Total	$1,163,080.76	$19,205.29

Summary

Total Project Cost	$1,182,286.05
Less: Federal Funds	- 988,618.64
Less: State Share Match	- 104,677.28
Less: Advance Deposit LGIP	- 71,152.60
AMOUNT DUE	$17,837.53

9804

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ID                                                    AMOUNTS          REVENUE           CURRENT
E/SFX                                                 BILLED           TO DATE           RECEIVABLE


       NO TITLE AVAILABLE

5101     LIN CO/DNSMRCRNR-SC                          8,976.37         8,976.37               .00
1902     LIN CO/DENMOR CORNR-                         1,147.10              .00          1,147.10
5101     LIN CO/DNSMRCORNR-S                         89,102.93        8,345.96-         97,448.89

       NO TITLE AVAILABLE        TOTAL               99,226.40           630.41         98,595.99

       NO TITLE AVAILABLE

9401     DOUG CO/N RSEBRG INT                        29,162.16              .00         29,162.16

       NO TITLE AVAILABLE        TOTAL               29,162.16              .00         29,162.16

       NO TITLE AVAILABLE

4303     TRI-MET/BANF CORID R                           213.81           213.81               .00
5901     TRI MET/BANFLD CORID                         3,940.18         3,940.18               .00

       NO TITLE AVAILABLE        TOTAL                4,153.99         4,153.99               .00

       NO TITLE AVAILABLE

1601     MARI CO/S RV RD@BNRR                        20,957.09         2,015.19         18,941.90
3202     MARI CO/S RV RD@BNR                         60,511.53              .00         60,511.53

       NO TITLE AVAILABLE        TOTAL               81,468.62         2,015.19         79,453.43

       NO TITLE AVAILABLE

9701     CTY-PTLD/ARTER ST OV                        29,254.13        29,254.13               .00
9702     CTY-PTLD/ARTER ST OV                            20.33            20.33               .00
9601     CTY PTLD/ARTR ST OVR                        40,530.71        40,530.71               .00
9602     CTY PTLD/ARTR ST OVR                        19,184.96         1,347.43         17,837.53
9301     CTY PTLD/ARTR OVRLY&                            95.00              .00             95.00

       NO TITLE AVAILABLE        TOTAL               89,085.13        71,152.60         17,932.53

       NO TITLE AVAILABLE

6302     MALH CO/SNAK R(FALK                         11,582.10        13,300.00          1,717.90-
4901     MALHR CO/SNK RVBR                           76,686.92           256.56         76,430.36
4902     MALHR CO/SNK RVBR                            2,209.32         1,500.00            709.32
```

7804

[redacted]
PORTLAND, ORE
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004
TDD: (503) 796-6868

May 20, 1992

Mr. Michael K. Shultz
Local Program Coordinator
Oregon Department of Transportation
307 Transportation Building
Salem, OR 97310

Subject: **Fund Transfer - Portland LGIP Account 4690**

In response to your April 1, 1992, Itemized Statement of Final Cost, please transfer funds as follows:

Amount of Transfer: $17,837.53

FROM:
NE 138th Ave. - NE 181st Ave. (Portland) Sec.
NE Airport Way - Phase 5
Multnomah County
Contract No: C-11139
Federal-aid No: IX-9964(8)
Agreement No: 8116 F07462

TO :
Arterial Street Overlay Project No. 5
Contract No: C-09829 and C-09804
Federal-aid No: IX-0000(62)
Agreement No: 7927

Purpose: Close out final account on ARTERIAL OVERLAY PROJECT NO. 5 Reference your April 1, 1992, Itemized Statement of Final Cost (Copy Attached).

If you have any questions please call me at 796-7156.

Sincerely,

CTChristianson

C.T. Christianson, P.E.
Bureau of Transportation Engineering

CTC:mcv

c: Patty Kruse
Project File
LGIP File

MGR. PROGRAM SECTION
Manager ___ Admin ___ Res ___
Program ___ [illegible] ___ Local ___

MAY 22 1992

Refer To ___
I/D ___ D/R ___ Act ___
Discuss ___ File ___ [illegible]

1984 N. Fork Trask River Br. 9805
Sec, Trask River Rd. E. of
Tillamook (gr, pav, str)

Oregon Department of Transportation
HIGHWAY DIVISION

9805

HIGHWAY DIVISION INVOICE

		AGEN[illegible]	CURRENT DOCUMENT NUMBER **146979**
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE 040688	VENDOR NUMBER 0001002760-00

Tillamook County
P.O. Box 152
Tillamook, Oregon 97141

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09805-010	L01	2000			844010	10	$11,907.64

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement - BROS-2900(3) (5) N. Fork Trask River Bridge. See attached itemization.	
AMOUNT DUE	$11,907.64
GL 1140	
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	
TOTAL AMOUNT DUE	**$11,907.64**

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
APR 0 8 1988
REFER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

9805

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 22, 1988

COUNTY: Tillamook AGREEMENT NO: 7653 PROJECT NO: BROS-2900(3&5)

CONTRACT NO: 9805 SECTION: No. Fk. Trask River Br.

PRELIMINARY ENGINEERING PREFIX C229-1980:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 87.04	$
Consultant's Fee (OBEC)	35,500.00	
Final Design	213.71	
Traffic	75.12	
Location Section	323.37	
Program Section	89.52	
Specifications	1,026.41	
Administrative Services	24.40	
Environmental Section	897.37	
Structure Foundation	2,307.13	
Surface Design Engineer	6.81	
Region Geology	57.03	
Archaeological Salvage	963.70	
Total P.E. Cost	$ 41,571.61	$ -0-

CONSTRUCTION PREFIX C229-1018 & C09805:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 315,130.90	$
Interest on Final Payment		870.02
Audit Expense	360.01	
OBEC Consultant	47,269.64	5,410.36
Materials Section		*1,576.35
Technical Services		*202.77
Accounting		*741.71
Construction Branch		*381.51
Region Engineers Office		*337.54
Field Engineering		*300.95
Total Construction Cost	$ 362,760.55	$ 9,821.21

SUMMARY

Participating P.E. Cost		$ 41,571.61
Participating Const. Cost		362,760.55
Total Participating Cost		$ 404,332.16

FEDERAL FUNDS

P.E. (80%)	$ 33,257.29	
Const. (80%)	290,208.44	(323,465.73)
Subtotal		$ 80,866.43
Plus Non Participating County Cost		9,821.21
Less County's Advance Deposits:		
P.E. AD #82-09	$ 8,780.00	
Const. AD #84-34	70,000.00	(78,780.00
COUNTY'S BALANCE DUE		$ 11,907.64

* These costs are non participating because construction engineering costs exceed the 15% federal limit.

MKS:bkw

9805 229 10LR 9805

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-5-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	**FEDERAL AID PROJECT NO.** BROS-2900(5)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 4-4-84 To: 2-5-87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
372,581.76	362,760.55	80%	290,208.44	290,208.44	0

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

________________ *State Highway Agency*

By ________________ *Authorized Officer* ________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ________________

Adjustments $ ________________

Amount Approved $ ________________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	NORTH FORK TRASK RIVER BRIDGE TRASK RIVER ROAD TILLAMOOK COUNTY					
	Construction Type Code X081 Structure Bridge No. 11449A (Sta. 7+00 to Sta. 9+00)					
	Final Contract Payment Summary	Lump Sum		$	315,130.90	
	Construction Engineering					
	Work by OBEC	All Required			47,269.64	
	Misc. Project Cost					
	Audit Expense	All Required			360.01	
	TOTAL PARTICIPATING PROJECT COST			$	362,760.55	
	Non-Participating Project Cost					
	Interest on Final Payments	All Required			870.02	
	Construction Engineering	All Required			3,540.83	
	Work by OBEC	All Required			5,410.36	
	TOTAL NON-PARTICIPATING PROJECT COST			$	9,821.21	
	TOTAL PROJECT COST			$	372,581.76	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12-17-87.					
	AMOUNT CARRIED FORWARD					

```
                                227   1095    941     00 P 1                                                  14.00      81     82
                                227   1095    942     00 P 1                                               1,592.63      81     81
                                227   1095    944     00 P 1                                               1,231.82      81     82
                                227   1095    945     00 P 1                                                 423.05      81     82
                                227   1095    946     00 P 1                                               1,018.10      81     82
                                227   1095    948     00 P 1                                                   8.68      81     83
                                227   1095    985     00 P 1                                                  78.50      81     82
                                              TOT     P1                                                 178,869.33
                                              TOT     N1                                                     394.75
                                           ** JOB TOTALS **                **                **          179,264.08  **

 N FORK TRASK R BRIDGE          CONT NO 9805   FA PROJ NOS BROS2900005 100                                              STATE
                                229   1018    201     00 P 1                          287,364.26         315,038.26 ✓    84     85
                                229   1018    296     00 N 9                          326,819.88CR       356,124.00CR    84     85
                                229   1018    297     00 N 9                           63,000.00          70,000.00      84     85
                                229   1018    298     00 N 9                          263,819.88         286,124.00      84     85
                                229   1018    900     00 P 1           .69CR              393.78             470.58 ✓    84     85
                                229   1018    904     00 P 1                           44,407.83          52,254.10 ✓    84     85
                                229   1018    920     00 P 1           .08CR               17.34              79.15 ✓    84     85
                                229   1018    928     00 N 1           .04CR                8.15              36.73      84     85
                                229   1018    940     00 P 1         91.00              1,466.50           1,466.50 }    84     85
                                229   1018    941     00 P 1           .02                  9.32               9.32 }1518.15  84  85
                                229   1018    942     00 P 1           .01                  2.28              42.33 }    84     85
                                229   1018    944     00 P 1                                                 108.53 ✓    84     84
                                229   1018    945     00 P 1        112.05                366.48             381.51 ✓    84     85
                                229   1018    946     00 P 1          1.09                337.54             337.54 ✓    84     85
                                229   1018    948     00 P 1           .24CR              231.40             231.40 ✓    84     85


 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985         PAGE  277

      DESCRIPTION                        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       FISCAL         GRAND TOTAL     ACTIVE YRS
                                                                                        YEAR TO DATE      TO DATE         BEG    END

                                              TOT     P1             203.16           334,596.73         370,419.22
                                              TOT     N1                04CR                8.15              36.73
                                           ** JOB TOTALS **          203.12  **       334,604.88  **     370,455.95  **

 NESTUCCA R: CLOVERDALE BP      CONT NO 9832   FA PROJ NOS BROS2900006 100                                              STATE
                                229   1019    201     00 P 1       2,025.00           547,887.46         547,887.46      84     85
                                229   1019    203     00 P 1                           13,050.00CR        13,050.00CR    85     85
                                229   1019    204     00 P 1                           10,000.00CR        10,000.00CR    84     85
                                229   1019    296     00 N 9      24,656.00CR         591,485.39CR       604,135.39CR    84     85
                                229   1019    297     00 N 9       7,977.48           113,850.00         126,500.00      84     85
                                229   1019    298     00 N 9      16,678.52           477,635.39         477,635.39      84     85
                                229   1019    900     00 P 1         171.48               925.33           2,228.89      84     85
                                229   1019    900     00 N 1                              102.44             102.44      84     85
                                229   1019    904     00 P 1                           64,283.91          64,283.91      84     85
                                229   1019    915     00 P 1          36.05                36.05              36.05      85     85
                                229   1019    920     00 P 1            05CR               16.39              49.38      84     85
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PAGE     1

            JOB COST SUMMARY RUN ON  03-21-88
          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                 PAYROLL CHARGES ARE LOADED
               CHARGES ARE CURRENT TO 03/18/88

                                 CREW       CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL  NUMBER       MONTH          DATE
--       -------- ----------  ------      -------     ----------
C09805                         2000                    370,455.95 ***
C09805              130        8002                          8.75
C09805              199        2200                           .12
C09805              220        2010                        425.90
C09805              300        2200                         92.64
C09805              306        2200                        ~~-36.73~~
C09805              349        2200                        870.02
C09805              504        0100                         16.20
C09805              555        0521                          2.64
ACTIVITY                                                          371,835.49 SUBTOTAL

C09805   010        001        0821                        118.97
ACTIVITY   010                                                        118.97 SUBTOTAL

C09805   050        001        0500                        306.58
C09805   050        100        0500                         11.00
C09805   050        102        0500                         10.43
C09805   050        548        0966                         32.00
ACTIVITY   050                                                        360.01 SUBTOTAL

C09805   900        001        7700
C09805   900        504        0100                          9.80
C09805   900        550        2000                         28.00
C09805   900        570        9999                        112.50
C09805   900        598        0521
ACTIVITY   900                                                        150.30 SUBTOTAL

C09805   901        001        0521                          8.74
C09805   901        001        7363                         81.90
C09805   901        504        7361                          3.60
ACTIVITY   901                                                         94.24 SUBTOTAL

C09805   920        001        0631                        -35.45
ACTIVITY   920                                                        -35.45 SUBTOTAL

C09805   940        001        8221                         58.20
ACTIVITY   940                                                         58.20 SUBTOTAL

EA          C09805 TOTAL                                          372,581.76

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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360.01
150.30

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PAGE     1

                        JOB COST SUMMARY RUN ON  03-16-88
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/11/88

                                          CREW   MSA            CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH             DATE
--        ------ -------- ----------  ------ -----          -------         ----------
C09805    000             130         8002                                        8.75
OBJ-DETAIL 130                                                                     8.75

C09805    000             504         0100                                       16.20
OBJ-DETAIL 504                                                                    16.20

C09805    000             555         0521                                        2.64
OBJ-DETAIL 555                                                                     2.64

ACTIVITY                                                                         27.59 SUBTOTAL

C09805    000    010      001         0821                                      118.97
OBJ-DETAIL 001                                                                   118.97

ACTIVITY   010                                                                  118.97 SUBTOTAL

C09805    000    050      100         0500                                       11.00
OBJ-DETAIL 100                                                                    11.00

C09805    000    050      102         0500                                       10.43
OBJ-DETAIL 102                                                                    10.43

C09805    000    050      548         0966                                       32.00
OBJ-DETAIL 548                                                                    32.00

ACTIVITY   050                                                                   53.43 SUBTOTAL

C09805    000    900      504         0100                                        9.80
OBJ-DETAIL 504                                                                     9.80

C09805    000    900      550         2000                                       28.00
OBJ-DETAIL 550                                                                    28.00

C09805    000    900      570         9999                                      112.50
OBJ-DETAIL 570                                                                   112.50

ACTIVITY   900                                                                  150.30 SUBTOTAL

C09805    000    901      001         7363                                       81.90
OBJ-DETAIL 001                                                                    81.90

C09805    000    901      504         7361                                        3.60
OBJ-DETAIL 504                                                                     3.60


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                         JOB COST SUMMARY RUN ON  03-16-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/11/88
                                              CREW   MSA          CURRENT         BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--           ------ -------- ---------- ------ -----          -------         ----------
ACTIVITY   901                                                                    85.50 SUBTOTAL

C09805   000     920       001         0631                                       37.06
OBJ-DETAIL 001                                                                    37.06

ACTIVITY   920                                                                    37.06 SUBTOTAL

C09805   000     940       001         8221                                       58.20
OBJ-DETAIL 001                                                                    58.20

ACTIVITY   940                                                                    58.20 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                          531.05

C09805   001               306         2200                                      -36.73
OBJ-DETAIL 306                                                                   -36.73

C09805   001               349         2200                                      870.02   Non Part indirect
OBJ-DETAIL 349                                                                   870.02

ACTIVITY                                                                         833.29 SUBTOTAL

C09805   001     050       001         0500
OBJ-DETAIL 001

ACTIVITY   050                                                                          SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                          833.29

C09805   010                           2000                                       36.73 ***
OBJ-DETAIL                                                                        36.73

ACTIVITY                                                                          36.73 SUBTOTAL

C09805   010     900       001         7700                                        4.19
OBJ-DETAIL 001                                                                     4.19

C09805   010     900       598         0521                                    8,947.00
OBJ-DETAIL 598                                                                 8,947.00

ACTIVITY   900                                                                 8,951.19 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                        8,987.92


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     3

                         JOB COST SUMMARY RUN ON  03-16-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/11/88

                                               CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--          ------ -------- ---------- ------ -----          -------     ----------
C09805   011                           2000                                370,419.22 ***
OBJ-DETAIL                                                                 370,419.22

C09805   011                199        2200                                       .12
OBJ-DETAIL 199                                                                    .12

C09805   011                220        2010                                    425.90
OBJ-DETAIL 220                                                                 425.90

C09805   011                300        2200                                     92.64
OBJ-DETAIL 300                                                                  92.64

ACTIVITY                                                                   370,937.88 SUBTOTAL

C09805   011     050        001        0500                                    306.58
OBJ-DETAIL 001                                                                 306.58

ACTIVITY   050                                                                 306.58 SUBTOTAL

C09805   011     900        001        7700                                     -4.19
OBJ-DETAIL 001                                                                  -4.19

C09805   011     900        598        0521                                 -8,947.00
OBJ-DETAIL 598                                                              -8,947.00

ACTIVITY   900                                                              -8,951.19 SUBTOTAL

C09805   011     901        001        0521                                      8.74
OBJ-DETAIL 001                                                                   8.74

ACTIVITY   901                                                                   8.74 SUBTOTAL

C09805   011     920        001        0631                                    -72.51
OBJ-DETAIL 001                                                                 -72.51

ACTIVITY   920                                                                 -72.51 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                   362,229.50

EA          C09805 TOTAL                                                   372,581.76


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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2/07/86 [illegible]

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Holm II Inc
PO Box 1153
Stayton OR 97383

Project No.:
Hwy. Agr. No.:
Contract No.: 9305

Project:
Estimate No.: 8 Final

Period Covered: to 11/7/84
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	8000.00		8000.00
	CPS Amt	92.64		92.64
	Retainage admin charge	<100.00>		<100.00>
	Interest on 8092.64 from			
	6/7/85 – 1/10/86 218 days			
	@3.9909/day =	870.02		870.02
	Int. earned on ret. in bank	1271.24		1271.24
	Totals			
	Retained ___%			
	Total Payments	~~10,041.26~~ 10,133.90		~~10,041.26~~ 10,133.90

Approved by:

Prepared by:

Common Data Elements

Doc. No. ~~RW~~ C09805

02 05 86
Month Day Year

Agency 02 Vendor # 000096284 / Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPT
01	259	C09805	000	2300					8000.00	C09805		
02	223		001		349				870.02			
03	424		001		306				100.00			
04	339		001	✓					1271.24			
05	223		011		300				92.64			
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

02/07/86

Batch #C 150 2-7-86

CONTRACT NUMBER: C09805 ESTIMATE NUMBER: 008 HOLM II, INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NE
AMOUNT TO DATE:		315,130.90	0.00	8,000.00	0.00	3
PRIOR AMOUNT:		315,038.26	0.00	8,000.00	0.00	3
PRESENT AMOUNT:		92.64	0.00	0.00	0.00	

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NE
C09805	011	92.64	0.00	0.00	0.00	
	TOTAL	92.64	0.00	0.00	0.00	

Philip O.

BROS-

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

02/07/86

PAGE 1

Batch #C150 2-7-86

UMBER: C09805 ESTIMATE NUMBER: 008 HOLM II, INC.

NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
DATE:	315,130.90	0.00	8,000.00	0.00	307,130.90
UNT:	315,038.26	0.00	8,000.00	0.00	307,038.26
OUNT:	92.64	0.00	0.00	0.00	92.64

SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
011	92.64	0.00	0.00	0.00	92.64
OTAL:	92.64	0.00	0.00	0.00	92.64

Philip O.

BROS-2900 (5)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY TILLAMOOK	CONTRACT NO. C09805	ESTIMATE NO. 8	
HIGHWAY TRASK RIVER ROAD	FEDERAL AID PROJECT NO. BRJS2900005		
SECTION NORTH FORK TRASK RIVER BRIDGE			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION		LUMP SUM	16500.0000	100.000	16500.00	16500.00
002	11 TEMPORARY PROTECTION &	DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00
003	11 TEMPORARY SIGNS		SQ FT	6.0000	143.900	863.40	867.00
004	11 TEMPORARY CONT RAIL TRAF	BARRIER REFLECT	LIN FT	5.0000	350.000	1750.00	1750.00
005	11 TEMPORARY BRIDGE RAIL		LIN FT	7.0000	175.000	1225.00	1225.00
006	11 FLAGGERS		HOUR	16.5000	85.000	1402.50	1402.50
007	11 CLEARING AND GRUBBING		LUMP SUM	23000.0000	100.000	23000.00	23000.00
008	11 REMOVAL OF STRUCTURES	& OBSTRUCTIONS	LUMP SUM	2000.0000	100.000	2000.00	2000.00
009	11 EMBANKMENT IN PLACE		CU YD	8.6000	1,638.270	14416.78	14454.00
011	11 CLASS C ASPHALT	CONCRETE	TON	38.0000	568.940	21619.72	21619.72
012	11 18" CULVERT PIPE		LIN FT	13.0000	90.000	1170.00	1170.00
013	11 GUARD RAIL TYPE 2A		LIN FT	12.1000	150.000	1815.00	1815.00
014	11 GUARD RAIL TYPE 3		LIN FT	30.0000	100.000	3000.00	3000.00
015	11 GUARD RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00
016	11 RAIL END PIECE	TYPE C	EACH	99.0000	4.000	396.00	396.00
017	11 EXTRA FOR ASPHALT	APPROACHES	EACH	200.0000	6.000	1200.00	1200.00
018	11 LOOSE RIPRAP	CLASS 700	CU YD	23.0000	192.000	4416.00	4388.40
019	11 BRIDGE REMOVAL WORK		LUMP SUM	4000.0000	100.000	4000.00	4000.00
020	11 SHORING CRIBBING ETC		LUMP SUM	500.0000	100.000	500.00	500.00
021	11 STRUCTURE EXCAVATION		CU YD	10.0000	105.970	1059.70	963.00
022	11 SPECIAL WALL BACKFILL		CU YD	15.0000	50.990	764.85	765.00
023	11 FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	6365.0000	100.000	6365.00	6365.00
024	11 FURNISH HP10x42 STEEL	PILING	LIN FT	19.0000	211.000	4009.00	4009.00
025	11 DRIVE STEEL PILES		LIN FT	1.0000	211.000	211.00	211.00
026	11 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	42900.0000	100.000	42900.00	42900.00
027	11 60'-65' DECK BULB-TEE	PRESTRESSED BMS	EACH	7891.0000	6.000	47346.00	47346.00
028	11 120'-125' DECK BULB-TEE	PRESTRESSED BMS	EACH	13631.0000	6.000	81786.00	81786.00
029	11 REINFORCEMENT		LUMP SUM	9996.0000	100.000	9996.00	9996.00
030	11 GUARD RAIL CONNECTIONS		EACH	120.0000	4.000	480.00	480.00
	PRICE AGREEMENT ITEMS						

DATE 02 07 86 PG. 01 C09805	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

ONTRACT PAYMENT VOUCHER

COUNTY TILLAMOOK		CONTRACT NO. C09805	ESTIMATE NO. 8
HIGHWAY TRASK RIVER ROAD		FEDERAL AID PROJECT NO. BRJS2900005	
SECTION NORTH FORK TRASK RIVER BRIDGE			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
OBILIZATION		LUMP SUM	16500.0000	100.000	16500.00	16500.00	
EMPORARY PROTECTION &	DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
E PORARY SIGNS		SQ FT	6.0000	143.900	863.40	867.00	3.60-
EMPORARY CONT RAIL TRAF	BARRIER REFLECT	LIN FT	5.0000	350.000	1750.00	1750.00	
EMPORARY BRIDGE RAIL		LIN FT	7.0000	175.000	1225.00	1225.00	
LAGGERS		HOUR	16.5000	85.000	1402.50	1402.50	
LEARING AND GRUBBING		LUMP SUM	23000.0000	100.000	23000.00	23000.00	
EMOVAL OF STRUCTURES	& OBSTRUCTIONS	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
MBANKMENT IN PLACE		CU YD	8.8000	1,638.270	14416.78	14454.00	37.22-
LASS C ASPHALT	CONCRETE	TON	38.0000	568.940	21619.72	21619.72	
8" CULVERT PIPE		LIN FT	13.0000	90.000	1170.00	1170.00	
UARD RAIL TYPE 2A		LIN FT	12.1000	150.000	1815.00	1815.00	
UARD RAIL TYPE 3		LIN FT	30.0000	100.000	3000.00	3000.00	
UARD RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
AIL END PIECES	TYPE C	EACH	99.0000	4.000	396.00	395.00	
XTRA FOR ASPHALT	APPROACHES	EACH	200.0000	6.000	1200.00	1200.00	
OOSE RIPRAP	CLASS 700	CU YD	23.0000	192.000	4416.00	4388.40	27.60
RIDGE REMOVAL WORK		LUMP SUM	4000.0000	100.000	4000.00	4000.00	
HORING CRIBBING ETC		LUMP SUM	500.0000	100.000	500.00	500.00	
TRUCTURE EXCAVATION		CU YD	10.0000	105.970	1059.70	963.00	96.70
ECIAL WALL BACKFILL		CU YD	15.0000	50.990	764.85	765.00	.15-
URNISH PILE DRIVING	EQUIPMENT	LUMP SUM	6365.0000	100.000	6365.00	6365.00	
URNISH HP10x42 STEEL	PILING	LIN FT	19.0000	211.000	4009.00	4009.00	
RIVE STEEL PILES		LIN FT	1.0000	211.000	211.00	211.00	
TRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	42900.0000	100.000	42900.00	42900.00	
0'-65' DECK BULB-TEE	PRESTRESSED BMS	EACH	7891.0000	6.000	47346.00	47346.00	
20'-125' DECK BULB-TEE	PRESTRESSED BMS	EACH	13631.0000	6.000	81786.00	81786.00	
EINFORCEMENT		LUMP SUM	9996.0000	100.000	9996.00	9996.00	
UARD RAIL CONNECTIONS		EACH	120.0000	4.000	480.00	480.00	
PRICE AGREEMENT ITEMS							
07 86 PG. 01 C09805		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					
ITOR							

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09805

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
3001A	11 3/4"-0 AGGREGATE BASE	TON	9.4000	1,805.490	16971.61	16962.30
	ADJUSTMENT ITEMS					
6026	11 3300 STRUCTURAL CONCRETE	CU YD	268.1250	4.440	1190.48	1190.48
6029	11 REINFORCEMENT	LB	.4200	183.000	76.86	76.86

Type Code	"P" Construction Cost	Total Cost
X081	$315,130.90	$315,130.90

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 02 07 86 PG. 02 C09805

TOTAL CONTRACT ITEMS	315130.90	315038.26
FORCE ACCOUNT		
	$315,130.90	

ENGINEER OR AUDITOR

ONTRACT PAYMENT VOUCHER

COUNTY	CONTRACT NO. C09805	ESTIMATE NO. 8
HIGHWAY	FEDERAL AID PROJECT NO.	
SECTION		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
3/4"-0 AGGREGATE BASE	TON	9.4000	1,805.490	16971.61	16962.30	9.31
ADJUSTMENT ITEMS						
3300 STRUCTURAL CONCRETE	CU YD	268.1250	4.440	1190.48	1190.48	
REINFORCEMENT	LB	.4200	183.000	76.86	76.86	

Type Code "P" Construction Cost Total Cost

X081 $315,130.90 $315,130.90

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
07 86 MO. 02 C09805	TOTAL CONTRACT ITEMS	315130.90	315038.26	92.64
	FORCE ACCOUNT			
ITOR		$315,130.90		

9805

U.S. Department of Transportation
Federal Highway Administration

jc cc: OSHD (Rulien

FINAL ACCEPTANCE REPORT

STATE COPY

2-2-87

Contract #9805

REGION NO. 10	REPORT NO. 1	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT FEB 2 '87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2900(5)
COMPLETION DATE (Actual) 11-7-84	ACCEPTANCE DATE BY CONRTACT AGENCY 12-24-85	TIME ELAPSED 92 %	CONTRACT TIME 180 CD

LOCATION
North Fork Trask River Bridge Section of Trask River Road (County Road #730), approximately 10 miles east of Tillamook.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
E. SCHWART

RECEIVED
STATE HWY ENGR
FEB 6 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 11449A over the North Fork Trask River. Length: 180 feet. Roadway Width: 28.0 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

CG
2/10

2. Contractor's Name: Holm II, Inc.

3. Contract Amount: $315,130.90

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

FINAL 4-12-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE	
TITLE Area Engineer	DATE 2/5/87	TITLE Acting District Engineer A	DATE 2/5/87

January 30, 1986

CON 5
#9805

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9805 awarded to Holm II, Inc. for work on the North Fork Trask River Bridge Section of the Trask River Road in Tillamook County was completed on May 8, 1985, and accepted by the State Highway Division on December 24, 1985.

Final payment in the amount of $8,092.64 will be released to the contractor after February 5, 1986. The total contract amount is $315,130.90 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9805

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 24, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9805, On Site Work Substantially Completed November 7, 1984

All Work Completed May 8, 1985

Project North Fork Trask River Bridge

Highway Trask River Road

County Tillamook

Type of Work Grading, Paving and Structure

Contractor Holm II, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

noted
RWGormsen

RECEIVED
DEC 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: December 4, 1985

TO: Oregon Transportation Commission

CC
4 B

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
North Fork Trask River Bridge Section
Trask River Rd. (Co. Rd. #730) Highway, Tillamook County
Contract No. 9805

This federal aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $20,900 or six (6) percent.

The typical section shown on the plans was wider than that used in calculating the quantities provided for this work in the contract, thus requiring an additional quantity of embankment material to construct the project. Extra base material was also required in order to correct and reinforce deficiencies which were encountered in the existing base. These overruns added more than $7,300 to the cost of the project.

The balance of the overrun is attributable to increased construction engineering costs on the project. On-site engineering services were provided by a consulting firm by agreement with Tillamook County which allowed the charges to exceed the maximum amount which is eligible for federal participation. Some engineering costs were also incurred by State forces in monitoring and liaison work on the project. The non-participating amount will be charged to the County in accordance with the terms of our agreement with them.

There are sufficient funds available in the category of work and all the increase except $8,400 is eligible for federal participation.

I recommend that the authorization be increased by $20,900 to a new total of $370,719.49. This matter will be on the consent calendar for the December 17 meeting.

LR:HHP:kjm

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

COM/LET/4

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

C. D. Fredrickson
FROM: for O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for increase in project authorization
North Fork Trask River Bridge Section
Trask River Rd. (Co. Rd. #730) Highway, Tillamook County
Contract No. 9805

This federal aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $20,900 or six (6) percent.

The typical section shown on the plans was wider than that used in calculating the quantities provided for this work in the contract, thus requiring an additional quantity of embankment material to construct the project. Extra base material was also required in order to correct and reinforce deficiencies which were encountered in the existing base. These overruns added more than $7,300 to the cost of the project.

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There are sufficient funds available in the category of work and all the increase except $8,400 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:kjm

Attach.

cc: W. G. Anhorn
J. R. Swanston
B. M. Walton
D. L. Trout

COM/MEM/4

81-125-1307

7805

STATE COPY

TO BE COMPLETED BY FHWA **MONTHLY TRANSACTION NUMBER** 10-52 **PROJECT REPORT NUMBER** **MODIFICATION NUMBER** 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 **State** Oregon **County** Tillamook **Project Number** BROS-2900(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 357,656.00	$ 365,343.00
Federal funds	$ 286,124.00	$ 292,274.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

RECEIVED
OCT 14 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. BROS-2900(5)

NORTH FORK TRASK RIVER BRIDGE
TRASK RIVER ROAD
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 11449A (STA. 7+00 to STA. 9+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 6.00	116	$ 696.00	144.50	$ 867.00
Flaggers	16.50	80	1,320.00	85.0	1,402.50
Embankment in Place	8.80	1,250	11,000.00	1,642.50	14,454.00
Furnish HP 10X42 Steel Piling	19.00	197	3,743.00	211.0	4,009.00
3/4"-0 Aggregate Base	9.40	1,662.3	15,625.62	1,804.50	16,962.30
3300 Structural Concrete (Adj.)	268.1250			4.44	1,190.48
Reinforcement (Adj.)	0.42			76.86	183.00
			$32,384.62		$39,068.28

Increase	$ 6,683.66
Subtotal from estimate of Dec. 26, 1985	311,005.62
Subtotal	$ 317,689.28
Engineering	47,653.72
Total	$ 365,343.00

Length of Project	0.08 mi.

Federal Funds (80%)	$ 292,274.00
County Funds	73,069.00
Total	$ 365,343.00

Group 1	100%
Contract No.	9805
Prefix:	229-1981
Prefix:	C09805

RLC:bkb

9205

1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-18	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County TILLAMOOK
MODIFICATION NUMBER 1		Project Number BROS-2900(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 349,819	$ 357,656
Federal funds	$ 279,855	$ 286,124
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. BROS-2900(5)

NORTH FORK TRASK RIVER BRIDGE
TRASK RIVER ROAD
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 11449A (Sta. 7+00 to Sta. 9+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
3/4"-0 Aggregate Base	$ 9.40	1,365	$ 12,831.00	1,662.3	$ 15,625.62	
SUBTOTALS			$ 12,831.00		$ 15,625.62	
					Increase	$ 2,794.62
			SUBTOTAL from Estimate of May 22, 1984			308,211.00
					SUBTOTAL	$ 311,005.62
					Engineering	46,650.38
					TOTAL	$ 357,656.00

Length of Project ------------------	0.08 mile
Federal Funds (80%) ----------------	$286,124
County Funds -----------------------	71,532
TOTAL	$357,656

Group 1: 100%
Contract No. 9805
Prefix: 229-1981
Prefix: 229-1018

WH:pf

9805

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-183	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-23-84	State Oregon County Tillamook Project No. BROS-2900(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

North Fork Trask River Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	0.08
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 349,819.00	FEDERAL FUNDS $ 279,855.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible] File

Oregon State Highway Division
Salem, Oregon May 22, 1984

Federal-Aid Project No. BROS-2900(5)

North Fork Trask River Bridge
Trask River Road
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure Bridge No. 11449A (Sta. 7+00 to Sta. 9+00)

Mobilization	Lump Sum	All	Lump Sum	$ 16,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	116	6.00	696.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	Lin. Ft.	400	5.00	2,000.00
Temporary Bridge Rail	Lin. Ft.	175	7.00	1,225.00
Flaggers	Hour	80	16.50	1,320.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	23,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
Embankment in Place	Cu. Yd.	1,250	8.80	11,000.00
1"-0 Aggregate Base	Ton	1,365	9.40	12,831.00
Class "C" Asphalt Concrete	Ton	575	38.00	21,850.00
18-inch Culvert Pipe	Lin. Ft.	90	13.00	1,170.00
Guard Rail, Type 2A	Lin. Ft.	150	12.10	1,815.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	99.00	396.00
Extra for Asphalt Approaches	Each	6	200.00	1,200.00
Loose Riprap, Class 700	Cu. Yd.	255	23.00	5,865.00
Bridge Removal Work	Lump Sum	All	Lump Sum	4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	500.00
Structure Excavation	Cu. Yd.	105	10.00	1,050.00
Special Wall Backfill	Cu. Yd.	52	15.00	780.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	6,365.00
Furnish HP 10X42 Steel Piling	Lin. Ft.	197	19.00	3,743.00
Drive Steel Piles	Lin. Ft.	197	1.00	197.00
Structural Concrete, Class 3300 (160 C.Y.)	Lump Sum	All	Lump Sum	42,900.00

60'/65' Deck Bulb-Tee Prestressed Beams	Each	6	7,891.00	47,346.00
120'/125' Deck Bulb-Tee Prestressed Beams	Each	6	13,631.00	81,786.00
Reinforcement (23,800 lbs.)	Lump Sum	All	Lump Sum	9,996.00
Guard Rail Connections	Each	4	120.00	480.00
				$ 307,711.00

Anticipated Items

Temporary Erosion Control		$ 500.00
	Subtotal	$ 308,211.00
	Engineering	41,608.00
	Total	$ 349,819.00

Length of Project	0.08 mi.

Federal Funds (80.0%)	$ 279,855.00
County Funds	69,964.00
Total Cost	$ 349,819.00

Group 1 100%
Contract No. 9805
Prefix: 229-1981 (PE Only)
229-1018

RDS:bkb

9805

(ORIGINAL)

229-1981

FORM APPROVED BY
COMPTROLLER GENERAL.
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATI

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION 1-17-85

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4-1-82
TO 4-3-84

FEDERAL AID PROJECT NO.
BROS-2900(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
41,571.61	41,571.61	80%	33,257.29	33,257.29	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	1/17/85	, Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NORTH FORK TRASK RIVER BRIDGE SECTION COUNTY ROAD IN TILLAMOOK COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE PE					
	STATE	ALL REQUIRED			$ 5,107.91	
	WORK BY OBEC ENGINEER	ALL REQUIRED			35,500.00	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$40,607.91	
	TYPE CODE Y070					
	ARCHEOLOGICAL SALVAGE	ALL REQUIRED			$ 963.70	
	TOTAL PARTICIPATING PROJECT COST				$41,571.61	
	PREPARED BASED ON PARTICIPATING PROJECT COST AS SHOWN ON TEN FEDERAL BILLING AS OF 12/17/87.					
	AMOUNT CARRIED FORWARD					

☆U.S. Government Printing Office: 1985—488-578/40058

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                                   ** JOB TOTALS **         317.32  **     4,512.54  **     4,512.54  **

 N FK NEHALEM R(SCOVILLE)     CONT NO      FA PROJ NOS BROS2900002 100                                         STATE
                                229   1980    296     00 N 9                                213.14CR
                                229   1980    298     00 N 9                                213.14
                                229   1980    911     00 P 1                                 75.13
                                229   1980    920     00 P 1                                174.27
                                229   1980    923     00 P 1                                 17.02
                                             TOT      P1                                    266.42
                                   ** JOB TOTALS **                   **              **    266.42  **

 N FK TRASK R BR(CO RD 730)   CONT NO     * FA PROJ NOS BROS2900003 100                                        STATE
                                229   1981    296     00 N 9                 834.89CR     41,979.28CR
                                229   1981    297     00 N 9                 201.73        8,780.00
                                229   1981    298     00 N 9                 633.16       33,199.28
                                229   1981    901     00 P 1                                 87.04
                                229   1981    904     00 P 1                             35,500.00
                                229   1981    905     00 P 1                                213.71
                                229   1981    911     00 P 1                                 75.12
                                229   1981    918     00 P 1                                323.37
                                229   1981    920     00 P 1                                 17.01
                                229   1981    921     00 P 1                 178.25CR      1,026.41
                                229   1981    922     00 P 1                                 24.40
                                229   1981    923     00 P 1                                897.37
                                229   1981    926     00 P 1                              2,307.13
                                229   1981    933     00 P 1                                  6.81
                                229   1981    934     00 P 1                                 57.03


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1985       PAGE  968
                                                                           FISCAL          GRAND TOTAL
       DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                229   1981    939     00 P 1                 963.70          963.70
                                             TOT      P1                     785.45       41,499.10
                                   ** JOB TOTALS **                   **     785.45  **   41,499.10  **

 NESTUCCA R (CLOVERDALE)BR    CONT NO     * FA PROJ NOS BROS2900004 100                                        STATE
                                229   1988    296     00 N 9               1,625.73CR     54,050.73CR
                                229   1988    297     00 N 9               1,619.70       11,796.15
                                229   1988    298     00 N 9                   6.00       42,254.58
                                229   1988    901     00 P 1                                503.86
                                229   1988    904     00 P 1                             43,225.00
                                229   1988    905     00 P 1                   7.50          211.24
                                229   1988    914     00 P 1                                160.54
                                229   1988    915     01 P 1                                143.10
                                229   1988    920     00 P 1                                150.69
                                229   1988    921     00 P 1                                660.95
                                229   1988    [illegible]     00 P 1                                  1.50
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PAGE     1

                      JOB COST SUMMARY RUN ON  02-09-88
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 02/05/88

                                         CREW   MSA           CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------         ----------
C2291981 011                         0100                                   41,499.10 ***
OBJ-DETAIL                                                                  41,499.10

ACTIVITY                                                                    41,499.10 SUBTOTAL

C2291981 011    920      001         0631                                       72.51
OBJ-DETAIL 001                                                                  72.51

ACTIVITY   920                                                                  72.51 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                     41,571.61

EA         C2291981 TOTAL                                                   41,571.61


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ORIGINAL 9806 — 229-1981

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

1-17-85

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capital Building, Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE OREGON	FEDERAL AID PROJECT NO. BROS-2900(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 4-1-82 To: 4-3-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$41,499.10	$41,499.10	80%	$33,199.28	$33,199.28	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By ______________ 1-17-85

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NORTH FORK TRASK RIVER BRIDGE SECTION COUNTY ROAD IN TILLAMOOK COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$ 5,035.40	
	WORK BY OBEC ENGINEER	ALL REQUIRED			35,500.00	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$40,535.40	
	TYPE CODE Y070					
	ARCHEOLOGICAL SALVAGE	ALL REQUIRED			$ 963.70	
	TOTAL PARTICIPATING PROJECT COST				$41,499.10	
	PREPARED BASED ON PARTICIPATING PROJECT COST AS SHOWN ON TEH FEDERAL BILLING AS OF 1-10-85.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

02/14/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
226-1901	1#	SOS -2600-001 APPR-680	4,488.87	5,231.78	5,231.78	85.80	4,488.87	4,488.87		
226-1903	1*	XI -9880-001 APPR-823	8,957.35	10,577.69	10,443.45	85.77	8,957.35	8,957.35		
226-1904	1*	XI -9867-003 APPR-823	274,787.45	324,551.32	320,377.11	85.77	274,787.45	274,787.45		
226-1905	1#	XI -0000-019 APPR-823	3,520.77	4,183.23	4,142.08	85.00	3,520.77	3,520.77		
226-1906	1	X10 -9883-001 APPR-580	24,000.00	22,952.24	22,944.69	85.00	19,502.99	19,502.99		
226-1907	1	RRS -000S-014 APPR-138	1,800.00	123.03	123.03	90.00	110.73	110.73		
226-1908	1	X10 -9810-002 APPR-580	20,400.00	9,290.58	9,290.58	85.00	7,896.99	7,896.99		
226-1909	1	HES -9858-004 APPR-141	6,120.00	1,754.07	1,754.07	90.00	1,578.66	1,578.66		
226-1910	1	HES -9810-003 APPR-141	6,120.00	953.24	953.24	90.00	857.92	857.92		
226-1911	1	HES -9785-001 APPR-141	25,290.00	124.25	124.25	90.00	111.83	101.35		10.48
226-1912	1	RRP -000S-056 APPR-139	1,800.00			90.00				
226-1929	1	RRS -9956-005 APPR-138	675.00	1,135.67	1,125.72	90.00	1,013.15	675.00	338.15 B	
227-1960	1#	SOS -2700-001 APPR-680	20,062.90	23,704.09	23,391.51	85.77	20,062.90	20,062.90		
227-1990	1	BROS-2700-004 APPR-114	27,200.00	19,302.24	19,266.12	80.00	15,412.90	15,114.12		298.78
229-1980	1	BROS-2900-002 APPR-117	27,040.00	266.42	266.42	80.00	213.14	213.14		
229-1981	1#	BROS-2900-003 APPR-117	33,199.28	41,499.10	41,499.10	80.00	33,199.28	33,199.28		
229-1988	1	BROS-2900-004 APPR-114	49,360.00	52,818.23	52,818.23	80.00	42,254.58	42,254.58		
230-1903	1	RRP -000S-058 APPR-139	1,800.00			90.00				
230-1904	1	RRP -000S-057 APPR-139	1,800.00			90.00				
230-1952	1#	SOS -3000-003 APPR-680	21,442.00	24,346.78	24,324.45	88.15	21,442.00	21,442.00		
	2#	BROS-3000-003 APPR-117	13,083.87	16,354.84	16,354.84	80.00	13,083.87	13,083.87		
230-1952		PREFIX TOTALS	34,525.87	40,701.62	40,679.29		34,525.87	34,525.87		
230-1953	1#	SOS -3000-004 APPR-680	3,257.88	3,695.84	3,695.84	88.15	3,257.88	3,257.88		
230-1965	1	PMS -000S-087 APPR-140	500.00	178.69	178.69	100.00	178.69	178.69		
230-1986	1#	BROS-3000-007 APPR-117	8,569.69	10,754.09	10,712.11	80.00	8,569.69	8,569.69		
230-1989	1	M -3455-001 APPR-H32	40,108.00	10,387.72	10,387.72	88.15	9,156.78	9,156.78		

N FK TRASK R BR(CO RD 730) CONT NO * FA PROJ NOS BROS2900003 100 STATE

CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
229	1981	296	00	N 9	142.60	~~834.89CR~~	~~41,979.28CR~~	
229	1981	297	00	N 9		~~201.73~~	~~8,780.00~~	
229	1981	298	00	N 9	142.60CR	~~633.16~~	~~33,199.28~~	
229	1981	901	00	P 1			87.04	Project MANAGER
229	1981	904	00	P 1			35,500.00	CONSULTANT
229	1981	905	00	P 1			213.71	FINAL DESIGN
229	1981	911	00	P 1			75.12	TRAFFIC SECTION
229	1981	918	00	P 1			323.37	LOCATION
229	1981	920	00	P 1			17.01	PROGRAM SECTION
229	1981	921	00	P 1	178.25CR	178.25CR	1,026.41	Specifications
229	1981	922	00	P 1			24.40	ADMINISTRATIVE SERVICES
229	1981	923	00	P 1			897.37	ENVIRONMENTAL Section
229	1981	926	00	P 1			2,307.13	STRUCTURAL FOUNDATION
229	1981	933	00	P 1			6.81	SURFACING DESIGN
229	1981	934	00	P 1			57.03	Chief GEOLOGIST
229	1981	939	00	P 1		963.70	963.70	ARCHEOLOGICAL SALVAGE
		TOT		P1	178.25CR	785.45	41,499.10	
		** JOB TOTALS **			178.25CR**	785.45 **	41,499.10 **	

NESTUCCA R (CLOVERDALE)BR CONT NO * FA PROJ NOS BROS2900004 100 STATE

CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
229	1988	296	00	N 9		1,625.70CR	54,050.73CR
229	1988	297	00	N 9		1,619.70	11,796.15
229	1988	298	00	N 9		6.00	42,254.58
229	1988	901	00	P 1			503.86
229	1988	904	00	P 1			43,225.00
229	1988	905	00	P 1		7.50	211.24
229	1988	914	00	P 1			160.54
229	1988	915	01	P 1			143.10
229	1988	920	00	P 1			150.69
229	1988	921	00	P 1			660.95
229	1988	923	00	P 1			1.50
229	1988	926	00	P 1			7,590.43
229	1988	932	00	P 1			17.87
229	1988	933	00	P 1			153.05
		TOT		P1		7.50	52,818.23
		** JOB TOTALS **			**	7.50 **	52,818.23 **

SUMAC BR-PLATT BR CONT NO * FA PROJ NOS SOS 3000003 100 BROS3000003 STATE

CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
230	1952	296	00	N 9		1,920.13	38,781.49CR
230	1952	297	00	N 9		1,920.13CR	4,255.62
230	1952	298	00	N 9			34,525.87
230	1952	901	00	P 1			1,620.19
230	1952	901	00	P 2			10,626.92
230	1952	901	00	N 1			3.39
230	1952	905	00	P 1			4,389.32

OBEC #97-17

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION North Fork Trask	WEEK ENDING 11-10-84
		SECTION PREFIX 229-1018
	HIGHWAY Trask River, Co.Rd.No.#730	COUNTY Tillamook
NAME OF JOB	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR Holm II, Inc.	CONTRACT NUMBER 9805	FEDERAL AID PROJECT NUMBER BROS-2900 (5)
DATE OF CONTRACT 5-15-84	DATE WORK STARTED 5-26-84	ESTIMATED COMPLETION DATE 11-7-84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 166
PROJECT AUTHORIZATION: $ 349,819.49	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 92.2%
EXCLUSIVE OF ENGINEERING: $ 322,080.50	ENGINEERING AUTHORIZATION $ 53,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 308,394.39	ENGINEERING COST TO DATE $ 47,920.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.67 %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: 11-7-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,250 CY	1,365 ton			575 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,125 CY	1,662 ton			568.9 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: pickup truck, 3/4 ton 4-wheel drive, hydraulic pump truck, misc. tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1149A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11-4	partly cloudy	1	0	
MONDAY 5	cloudy	1	0	
TUESDAY 6	occ. showers	1	0	
WEDNESDAY 7	scattered showers	1	0	JOB COMPLETED THIS DAY
THURSDAY 8	showers			
FRIDAY 9	scattered showers			
SATURDAY 10	showers			

CE E CAE RECEIVED LS TC
COE OM SA CC
CA NOV 14 1984 FE
CAM MA
CP CONSTRUCTION OCS
LEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11-4 SUNDAY	No activity.
MONDAY 5	No activity.
TUESDAY 6	Placing shoulder rock. Finishing concrete by Holm II.
7 WEDNESDAY	Seeding and mulching by Stout. JOB IS COMPLETE.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Jerry E. Bishop for
Lee G. White, OBEC
LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

May 1, 1984

PRO

Tillamook County Board
  of Commissioners
Courthouse
Tillamook, OR 97141

Attn: Mr. Jon Osnel
  Director of Public Works

Gentlemen:

SUBJECT: North Fork of Trask River Br. Section
Trask River Road
Project No. BROS-2900(5)

On April 26, 1984 the Highway Division received a satisfactory bid from Holm II Incorporated, P.O. Box 453, Stayton, OR 97383, for the subject project.

This is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 7653 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$307,711.00
Anticipated Items	500.00
SUBTOTAL	$308,211.00
Contingencies (4 1/2%)	13,869.50
Engineering (9%)	27,738.99
TOTAL COST OF CONTRACT	$349,819.49
Less Federal Funds	(279,855.59)
COUNTY SHARE (20%)	$ 69,963.90
COUNTY ADVANCE DEPOSIT	$ 70,000.00

We will award the Contract when we receive your advance deposit in the amount of $70,000, which should arrive no later than May 18, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RECEIVED
5-15-84

NKS:pf
Attachments
bcc w/AD #84-34 - Phil Stearns, Region 2
Vern Skoog - Please return completed AD #84-34 when advance deposit is received.

7805

HIGHWAY DIVISION PRO

Gary A. Potter, Manager
Program Section

April 19, 1984

Ed Marges
Agreement Specialist

MISC. CONTRACTS and
AGREEMENTS No 9606

Consultant Agreement
N. F. Trask River Bridge
Tillamook Co., BRS-A722
O.B.E.C.

The attached consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement and found it in order and recommend your concurrence.

Under "Certification Acceptance" this agreement does not require prior approval from the FHWA.

Please sign all 3 copies and return them to me for distribution.

EDM:pf
Attachment

sent to Region
4/20/84 EM
Potter agreed 4/20

9805

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20058

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/4/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
North Fork Trask River Bridge 11449A Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JMG 4/11

13. REMARKS

As requested in Mr. Potter's letter of 4/2/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $385,000, Federal Funds $308,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 3/28/84 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9805

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 2, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20058
Project No. BROS-2900(5)
North Fork Trask River Bridge Section
County Road
Tillamook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1984.

DRH:bkb
Attachments

cc: D.O. Christensen (Region 2)
Mike Shultz w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires

U.S. DEPARTMENT O
BUREAU OF P

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: April 2, 1984

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 11 mi. E. of City of Tillamook	ADT	PRESENT 300	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) BROS-	NUMBER 2900	SEQ. NO. (5)

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (Opt. 20%-Off System/On System)

NAME OF URBAN AREA: ----

COUNTY NAME: Tillamook

CODE: 057

ROUTE NO.: N

FEDERAL-AID: Non

STATE: Co. Rd.

U.S.: ----

PROG

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) X081		"North Fork Trask River Bridge Section"	0.161	385,000	308,000	----	77,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.161	385,000	308,000	----	77,000
1	14	PROGRAM APPROVAL DATES						

REMARKS
Additional Data: Item No. 20058; Project No. BROS 2900(3).

Key # 00486

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 2, 1984

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 11 mi. E. of City of Tillamook		300	----	----	10	Oregon	41	114	20058

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ture								BROS-	2900	(5)		

FUNDS
placement (Opt. 20%-Off System/On System)

A

COUNTY NAME: Tillamook CODE 057

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	----

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X081		"North Fork Trask River Bridge Section"	0.161	385,000	308,000	----	77,000	
D BY DRH		PROJECT TOTALS	0.161	385,000	308,000	----	77,000	

APPROVAL DATES

REMARKS
Additional Data: Item No. 20058; Project No. BROS 2900(3).

USCOMM DUSCOMM-DC 48808-P61

North Fork Trask River Bridge Section

Remarks continued:

Project Data: Work under this project consists of constructing one structure No. 11449A, length 180', with 28' roadway width, construct approaches as specified, adjust utilities as required and incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7653 complying with Section 116 Title 23 U.S.C. and paragraph 6d(1) of PPM 30-4.1 was executed 5-12-82.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '84 HIP/AE on page 122.
3) The sufficiency rating of existing bridge is 22.2.

9805

P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: April 2, 1984

To: Executive Department
Federal-Aid Coordination Unit

NAL SIGNED BY
A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20058	BROS-2900(5)	North Fork Trask River Bridge #OR 830301-001-2

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

9805

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2029
Tillamook Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2900(3) Prefix 229-1981

Project Name North Fork Trask River Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 30 1984
N. ASSIST. ______ PROGRAM UNIT ______
ER TO ______

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
Region 2 Right of Way
MAR 12 1984
☐ PM ☐ RA ☐ F ☐ SE

Signed at TILLAMOOK, Oregon, this 22 day of MARCH, 1984

County of TILLAMOOK

~~County Judge/Chairman~~
DIRECTOR OF PUBLIC WORKS

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 3-27-84

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

7985

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: March 20, 1984

FROM: V. E. Skoog Frank
Controller

SUBJECT: Pre-award Evaluation
OBEC
N. Fork Trask Riv. Br.
BRS-A722

Your memo dated March 14, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal submitted by OBEC and Tillamook County. The basis of payment for services rendered is on actual cost plus a fixed fee, not to exceed $52,680.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions and cost principles after the following changes have been made:

Agreement, page 8.17 - change from "If the total construction engineering costs billed by the Consultant exceed the maximum amount of Fifty-Three Thousand Dollars ($53,000.00),..." to "If the total construction engineering costs billed by the Consultant exceed the maximum amount of Fifty-Two Thousand Six Hundred and Eighty Dollars ($52,680.00),...".

Exhibit A, page 8.26 - change not to exceed amount from "$53,000.00" to "$52,680.00".

OK e.m.

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above changes.

VES:KJ:cl

PROGRAM SECTION
MANAGER ________ PROJECT UNIT C
MAN. ASST. ________ PROGRAM UNIT ________
REFER TO Ed Menges
FOR Signatures

O&CC-Trnk

PRE-AWARD EVALUATION PROGRAM

	W/P REF.	INITIAL	DATE
GENERAL			
1. Has adequate time been provided for review. Yes			03/19/84
2. Determine type of review: [✓ a.] Desk Review (w/survey file) b. Comprehensive Site Review c. Limited Site Review	8.10		
3. Is agreement in compliance with State and Federal accounting standards & regulations.			
4. Determine type of contract: a. Cost-reimbursement [✓ b.] Cost plus a fixed fee c. Firm fixed price d. Fee based on agreed amount per unit of work e. Fee based on specific rate per class of employee	8.17		
5. CONSULTANT SELECTION:	S/F		
LABOR	8.25		
1. Determine from OSHD Project Engineer that labor hours and classifications are reasonable and applicable to contract.			
2. Are labor rates reasonable (compare to prior work, payroll reports, individual records)			
EQUIPMENT	8.25/8.26		
1. Determine from OSHD Project Engineer that equipment hours are reasonable and applicable to contract.			
2. Are equipment rates reasonable (compare to prior work. Verify supporting documentation)			
MATERIAL			
1. Determine from OSHD Project Engineer that material quantity is reasonable and applicable to contract.			
2. Are material prices reasonable (compare to prior work, invoices, quotations, catalogs, price lists, purchase orders, inventory records, etc.)			

8.11

PRE-AWARD EVALUATION PROGRAM (CONT.)

	W/P REF.	INITIAL	DATE
OVERHEAD (& LOADING RATES)			
1. Review the composition of the overhead rate and determine if the rate is accurate, reasonable and applicable (compare to prior work, trace to ledger and test)	8.24 8.26 ↓	↓	03/19/84 ↓
OTHER COST FACTORS			
1. Determine whether there is any extended service life, betterment or other factors affecting the contract.	N/A ↓		
NET FEE:	8.26		
FINAL	8.10		
1. Prepare pre-award evaluation report (indicate any non-compliance or discrepancies)	↓	↓	↓

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: V. E. Skoog
Controller

DATE: March 14, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Consultant Agreement
N. Fork Trask River Bridge, BRS-A722(-)
Tillamook Co./O.B.E.C.

Attached for your consideration is one copy of a consultant agreement for construction engineering on a county bridge project.

Please conduct the required pre-award audit evaluation and return one copy of the agreement to this office with a copy of your report.

EDM:pf
Attachment

cc: Phil Stearns, Region 2

NOTED
V.E. SKOOG

RECEIVED
MAR 15 1984
HIGHWAY ACCOUNTING

81-125-1367

8.1.

9205

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: MEMO TO THE FILES

DATE: March 15, 1984

FROM: Joseph W. Fields
Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
North Fork Trask River Bridge Section
Trask River Road #C-730
Tillamook County

A surfacing design of 4 inches of A.C. (Class "C") and 12 inches of Aggregate Base (1.0"-0) was proposed for the subject section.

I concur that this design is adequate for the project.

JWP:ss

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Region Federal Aid Specialist
Program Control Engineer ✓

Informed John Scofield
to change name to Program Section

Wayne

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible] 16 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ~~FA.~~ LOC Gov.
FOR Info

1. 1387

9805

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Frank Terpin
LOCATION ENGINEER

DATE: February 14, 1984

FROM: Phillip O. Stearns Phil Ste
REGION FEDERAL AID SPECIALIST

SUBJECT: North Fork Trask River Bridge
Tillamook County
229-1981

Herewith are two copies each of the advance construction plans, special provisions, and estimate for the subject project for review and comment.

Please forward one copy to the Bridge Section for review.

POS/rgb
attch.

To BRIDGE 2/21/84

BROS Funds MAY 84
ORIG. EST $594,900
FIELD EST. $337,087

RECEIVED
FEB 14 1984
LOCATION SECTION

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
FEB 21 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-128-1367

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section North Fork Trask River Bridge Highway Trask River Road County Tillamook

Assigned By Al Hansen Designer Art Dean Date 2-17-84

Directions Review field location data

Narrative By Designer: This project will replace the existing bridge and widen both bridge approaches.

In looking over the plan sheets I noticed the possible need for a culvert pipe across the approach at sta 3+45.

No engineering or contingencies was figured into the project estimate sent in by the consultant. Using the consultant's estimate, this would amount to an additional $67,417.

North Fork Trask River Bridge Section
Grading, Paving and Structure

ENGINEER'S ESTIMATE

Item	Quantity	Unit Price	Total Price
Mobilization	All	Lump Sum	$ 25,000
Temporary Protection & Direction of Traffic	All	Lump Sum	4,000
Temporary Signs	116 S.F.	$ 8.00	928
Temporary Continuous Rail Traffic Barrier, Reflectorized	400 L.F.	$ 8.50	3,400
Temporary Bridge Rail	175 L.F.	$ 15.00	2,625
Flagmen	80 Hrs.	$ 15.00	1,200
ROADWORK			
Clearing and Grubbing	All	Lump Sum	2,500
Removal of Structures and Obstructions	All	Lump Sum	500
Embankment in Place	1250 C.Y.	$ 11.50	14,375
1"-0 Aggregate Base	1365 Tons	$ 10.00	13,650 ✓
Class "B" or Class "C" Asphalt Concrete	575 Tons	$ 40.00	23,000 ✓
18" Culvert Pipe	90 L.F.	$ 15.00	1,350
Guard Rail,Type 2A	150 L.F.	$ 15.00	2,250
Guard Rail, Type 3	100 L.F.	$ 30.00	3,000

North Fork Trask River Bridge Sectio
Grading, Paving and Structur

ENGINEER'S ESTIMATE
(cont'd)

Item	Quantity	Unit Price	Total Price
Guard Rail Anchors, Type 1	4 ea.	$ 350.00	$ 1,400
Rail End Pieces, Type C	4 ea.	$ 80.00	320
Extra for Asphalt Approaches	6 ea.	$ 250.00	$ 1,500
Loose Riprap, Class 700	485 C.Y.	$ 20.00	$ 9,700
STRUCTURE			
Bridge Removal Work	All	Lump Sum	$ 17,500
Shoring, Cribbing, Etc.	All	Lump Sum	$ 7,500
Structure Excavation	105 C.Y.	$ 12.00	$ 1,260
Special Backfill	52 C.Y.	$ 15.00	$ 780
Furnish Pile Driving Equipment	All	Lump Sum	$ 5,000
Furnish HP10x42 Steel Piling w/Reinf. Tip	197 L.F.	$ 15.00	$ 2,955
Drive Steel Piles	197 L.F.	$ 2.00	$ 394
Structural Concrete, Class 3300	160 C.Y.	$ 300.00	$ 48,000
60-65' Deck Bulb-Tee Prestressed Beams	6 ea.	$ 6,750.00	$ 40,500
120-125' Deck Bulb-Tee Prestressed Beams	6 ea.	$ 14,900.00	$ 89,400
Reinforcement	23,800 lbs.	$ 0.50	$ 11,900
Guard Rail Connections	4 ea.	$ 300.00	$ 1,200

TOTAL ESTIMATED COST $ 337,087

r11
9505

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20058

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/12/83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
North Fork Trask River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 8/4/83 this will confirm the advance approval date of 4/12/83 adding archeological salvage to the subject project and authorization to proceed with the necessary work at a TEC of $1,000 Federal Funds $800, contingent upon modification of Project Agreement if additional funds are required.

A signed copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
8/10

14. DATE 8/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

98c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section
ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Program Change
Item No. 20058
Project No. BROS-2900(3)
N. Fork Trask River Bridge Section
Tillamook County

I request confirmation of Mr. Arnold's verbal authorization for a program change to add archeological survey to the subject project.

It is understood your confirmation of the preceding request will result in authorization to proceed with the work at an estimated additional total cost of $1,000 with no obligation in Federal funds at this time. Reimbursement will be claimed on an actual cost basis.

I further request confirmation of Mr. Arnold's verbal authorization to proceed as of April 12, which is the date the University of Oregon started the work.

Attached are two copies of form "Archeology Authorization" for the project for your approval. Upon approval please return one signed copy for our files.

The delay in submitting this request was caused by illness of the person processing these documents for the Division.

JLG:pf
Attachments

cc: Cam Gilmour
General Files

Form 734-3122

rll
9805

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-15-03

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20058

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/27/83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
North Fork Trask River Bridge Section

11. GENERAL DESCRIPTION OF WORK
PS&E perparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility prepartory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/10/83.
4(f) Determination Approved 5/27/83.

The above authorization is contingent upon modification of project agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	Fil

Orig to
6/17

14. DATE 6/15/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7805

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 10, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Preliminary Engineering (Phase 2)
Item No. 20058
Project No. BROS-2900(3)
North Fork Trask River Bridge Sec.
Tillamook County

I request authorization as of May 27 to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work. Additional Federal funds will be requested when and if the need arises to justify an increase in preliminary engineering expenditure.

This request is based on the fact that the Final Section 4(f) Evaluation was approved by FHWA on May 27, 1983.

JLG:bks
cc: C.O. Fredrickson (Region 2)
Ken Husby
General Files

Form 734-3122

9805

p

4(f) Determination
North Fork Trask River Bridge
Trask River Road
Tillamook County, Oregon

The Oregon Department of Transportation propose to replace the existing steel through-truss bridge over the Trask River on County Road 730 east of Tillamook, Oregon. The new concrete structure will primarily be on the existing centerline with slight modification upstream.

The roadway alignment adjustment and the need to provide for a detour structure will use land from Trask Park which is operated by the Oregon State Department of Forestry. Possible steps to minimize harm have been coordinated with the State Department of Forestry. In addition to restoring the detour to its original condition, a trail will be constructed to the riverside. Also, measures will be taken to minimize disturbance to the campers, such as watering the construction zone for dust control.

Based on the data presented in the 4(f) evaluation, I have determined that there are no other feasible and prudent alternatives to the proposal. Necessary steps are proposed to minimize harm.

May 27, 1983
Date

Irvin C. Lloyd
Irvin C. Lloyd
Environmental Programs Manager
Federal Highway Administration
Region 10

9805

529-1984

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: May 19, 1983

FROM: Phillip O. Stearns Phil Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: Nestucca River (Johnson) Bridge
Nestucca River Road FAS A722
Tillamook County

Attached is a letter from Tillamook County Public Works Director Jon Oshel requesting Federal participation in the right of way acquisition for the subject project.

I have discussed estimated costs with Mr. Oshel and Virgil Wilson, Region 2 Right of Way Supervisor, and it appears $6,000 Federal funds will cover the charges.

Please have the necessary paperwork prepared so that upon final design approval the right of way acquisition can be programmed expeditiously with the FHWA.

POS/rgb
Attch.

cc: Jon Oshel
Virgil Wilson

Note: County will not require Federal funds for the Trask River Bridge.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
MAY [illegible] 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

PHONE 842-3511
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

May 11, 1983

Phillip Stearns
Region II, Highway Department
Oregon Department of Transportation
Transportation Building
Salem OR 97310

Re: Johnson Bridge and North Fork Trask River Bridge Projects.

Dear Phil;

Tillamook County would like to have the right-of-way and easement acquisition costs for these projects to be included within the H.B.R. funding.

The Johnson Bridge will require a small parcel for right-of-way, some slope easements and some construction easements. The County is tentatively planning to have the appraisals, negotiations and paperwork done on the Oregon State Highway Department right-of-way section. The surveying, legal descriptions and actual purchases will be done by County forces.

The North Fork Trask Bridge will require a deed over some Oregon State Forestry land. The County will do all of the surveying, legal descriptions, negotiations and paperwork themselves.

Would you please verify if we are eligible for reimbursement for this work? If we need to complete any applications, please let us know. Time is of the essence, so please let us know as soon as possible so we can start work.

If you need any additional information, please let me know.

Very Truly Yours,

Jon A. Oshel

Jon A. Oshel, P.E.
Director of Public Works

CC: Board of Commissioners

JAO/ia

9805

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

E. S. HUNT

STATE A-95 REVIEW ADDENDUM

APPLICANT: Ore. DOT, Highway Division

PROJECT TITLE: North Fork Trask River Bridge & Road

PNRS #: OR830301-001-2

DATE: April 4, 1983

The State Clearinghouse has received additional comments from Fish and Wildlife subsequent to our conclusion letter of March 29, 1983 please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

ENVIRONMENTAL SECTION
April 6, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
C. O. Fredrickson
Mike Shultz
Eldon Everton
D. E. Wilken
Bob Gormson
Bill Worcester, OBEC

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

RECEIVED
TECHNICAL SERVICES
APR 6 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Comments - PNRS 830301-001-2

Bridge Construction

The Oregon Department of Fish and Wildlife has no objection to the North Fork Trask River Bridge Project in Tillamook County providing the following conditions are observed during construction:

1. Work confined to low flow period.
2. Adequate measures are taken to minimize turbidities which could arise during construction.
3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.
6. Please coordinate the planning and implementation with our District Fish Biologist.

Dave Heckeroth
ODFW District Biologist
6220 Blimp Blvd.
Tillamook, OR 97141

842-2741

tle
cc: Heckeroth

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In Reply Refer To:
ER 83/323

RECEIVED TECHNICAL SERVICES
APR 11 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

APR 1 1983

ENVIRONMENTAL SECTION
April 8, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
C. O. Fredrickson
Mike Shultz
Eldon Everton
Bob Gormson
Bill Worcester

NOTED
S. HUNTER

Mr. Dale E. Wilken
Division Administrator
Oregon Division
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, Oregon 97301

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the draft Section 4(f) Evaluation for North Fork Trask River Bridge, Tillamook County, Oregon.

Section 4(f) Evaluation Comments

We concur that there is no feasible and prudent alternative to the taking of 3,100 square feet, and the temporary use of 3,600 square feet, of park land from Trask Park and with the measures to minimize harm. We believe, however, that the subject document does not correctly interpret the restrictive covenants in the Trask Park deed. This could lead to a less than adequate implementation of the proposed measures to minimize harm.

The deed states that the park is to be used "as a public recreational area," but it also states that the park is ". . . to be left in its native state as far as the best use thereof for public enjoyment permits" (underlining added). Page 4 states that "there are no facilities or activity areas within that limit, and therefore no mitigation measures required," despite the fact that land will be cleared and taken from its native state. Page 7 also states, "At present, the proposed access road location is completely covered with heavy brush and vine maple, and does not support any park-related use." The existing brush and trees are not only a park-related use but are central to the purpose of the park as stated in the deed and should be replaced if removed.

Page 9 states, "Following completion of the new bridge, the site, including all affected park land, will be restored to or as near its original condition as possible." It is on the basis of this statement that we concur that all possible measures to minimize harm have been adequately addressed. Reseeding the cleared area with "appropriate grasses" is confusing. There is no mention of replacing trees which will be removed, nor is there a discussion of the need to utilize only native grasses and plants to return the park to its "native state" as referred to in the deed.

Fish and Wildlife Coordination Act Comments

It is noted that the proposed project may require Federal permits for stream crossings and modifications, and filling in wetlands. The draft document adequately describes project alternatives, locations, designs, and construction methods so that impacts on fish and wildlife resources can be evaluated. However, these comments do not preclude an additional and separate evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.) if eventual project development requires a permit from the U.S. Coast Guard and/or the U.S. Army Corps of Engineers (Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement, and other authorities. In review of permit applications, the Service may concur, with or without stipulations, or object to the proposed work depending on specific construction practices which may impact fish and wildlife resources. The Fish and Wildlife Service advises that its tentative position, based on available information, would probably be to approve permit issuance with stipulations.

When appropriate site-specific information is available, the Fish and Wildlife Service would be pleased to coordinate with you to preclude delay and to insure that any permit stipulations or conditions are understood and included in the final statement. Please consult with:

Russell D. Peterson, Field Supervisor
Fish and Wildlife Service
Portland Field Office
727 Northeast 24th Avenue
Portland, Oregon 97232

Summary Comments

The Department of the Interior has no objection to Section 4(f) approval of this project provided the recommended replacement of native plant species is undertaken.

We appreciate the opportunity to provide these comments.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Gary Potter
Oregon Department of Transportation
✓ State Transportation Building
Salem, Oregon 97310

780-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

APR 1 '83
REFER TO
FOR
File

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

CONCLUSIONS

ENVIRONMENTAL SECTION
March 31, 1983

APPLICANT: Ore. DOT, Highway Division

PROJECT TITLE: North Fork Trask River Bridge & Road

DATE: March 29, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
C. O. Fredrickson
Eldon Everton
Mike Shultz
Dale Wilken
Bob Gormsen

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830301-001-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR
OSDA-DIVISION OF SOIL
AND WATER CONSERVATION

MAR 15 1983

P N R S S T A T E R E V I E W

Project #: OR 830301-001-2 Return Date: MAR 25 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Tillamook - N. Fork Trask River Bridge Evaluation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☒ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Good Project!

Agency Soil + Water

By Charles V. [illegible]

PNRS #2

Phone Number 8-3810

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

[illegible]
MAR 09 1983

RECEIVED
MAR 8 1983
WATER RESOURCES DEPT.
SALEM, OREGON

PNRS STATE REVIEW

Project #: OR 830301-001-2 Return Date: 3-25-83

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If water is used for dust suppression, a water permit issued by this agency will be required.

Agency Water Resources By Jake Szramek

PNRS #2 Phone Number 378 3671

7805

p

May 17, 1982

Tillamook County Board of Commissioners
201 Laurel Avenue
P. O. Box 113
Tillamook, OR 97141

AGR 4-2

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7653

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a **preliminary** engineering and construction-finance agreement for the North Fork Trask River (Trask River Road) Bridge replacement.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

7205

May 12, 1982

ACC

Roger Pease
Admin. Assistant, Board
  of Commissioners
Tillamook County
P.O. Box 152
Tillamook, Oregon 97141

Dear Mr. Pease:

We have received Federal Highway Administration (FHWA) approval of the field phase of the preliminary engineering work on the N. Fork Trask River Bridge No. 57C24; and, FHWA approval of the Plans, Specifications, and Estimate phase will be forthcoming after approval of the environmental (4F) statement.

As described in our Preliminary Engineering and Construction-Finance Agreement No. 7653, the County should now submit an advance deposit for its share of the preliminary engineering costs:

Total Estimated P.E. Cost	$43,900
Less: Federal funds (80%)	35,120
COUNTY SHARE & ADVANCE DEPOSIT	$ 8,780

Please submit a P.E. advance deposit in the amount of $8,780. You may use one of three options for payment described on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

LGIP 6-2-82
per Jan Peterson
Contract Acctg

KEH:pf
Attachment

bcc w/AD # 82-9: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 82-9 when advance deposit is received.

9805

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MAINTENANCE BRANCH, P.O. BOX 14030, SALEM, OR 97310

In Reply Refer to
File No.: PLA 14-1

April 28, 1982

RECEIVED
STATE HWY ENGR
APR 29 '82
REFER TO Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

NOTED
W. E. SCHWARTZ

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

Bridge Replacement
North Fork Trask River Bridge #57C24
Tillamook County

Your consideration of salvaging this structure rather than replacing it has been reviewed. Before approaching the county for more information, I would like to make the following comments.

> Restoring the superstructure to its original condition and assuming an original design load of H15 for the inventory rating would result in a sufficiency rating (SR) of 46.6. The updated inventory for this scenario is noted in red on the attached SI & A sheet.
>
> Doing the additional work of widening the roadway to 26 feet and raising the overhead bracing to a vertical clearance of 14 feet would reduce the "width of roadway and vertical clearance insufficiency" factors to zero. These additional updates are noted in green on the attached sheet and result in an SR of 67.2.
>
> A narrow, low through truss in poor condition with a long detour and poor approach alignment cannot easily be removed from the HBRR selection list by rehabilitation. Please consider the intent of the HBRR program to replace such bridges.

Also attached for your review is a copy of the inpsection report prepared by OBEC Consulting Engineers. Please contact me if you have any questions.

Sincerely,

JHWood
John H. Wood, P.E.
Structure Maintenance Engineer

JHW:mmw
Attachments
cc: H. S. Coulter ✓
W. J. Hart

734-1839

7805 4-1-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20058

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/1/82
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
North Fork Trask River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (*Specify*) See below

13. REMARKS

As requested by Mr. Swan's PEA dated 3/25/82 you are authorized to proceed with all phases of preliminary engineering necessary to obtain an approved Section 4f Statement. TEC $43,900 Federal Funds $35,120.

It should be noted that no work other than preparation of the 4f statement can be authorized to be performed if a Consultant is hired as indicated on the PEA.

Orig 4c

Moelving

14. DATE 4/1/82
15. SIGNATURE OF APPROVING OFFICIAL Halach
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9805

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

DATE: March 30, 1982

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: North Fork Trask River Bridge
Trask River Road C730
Tillamook County

MISC. CONTRACTS and
AGREEMENTS No. 9606

Attached are four copies of the consultant agreement for preliminary engineering on subject project.

The agreement has been corrected as requested, and is requested, and is ready to process for approval.

POS/cal

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAR 31 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9805

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

3-25-82

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 11. mi. E. of City of Tillamook "N. Fork Trask River Bridge Sec."	117	20058	BROS-2900(3)	non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas Yes

Tillamook (057)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 1 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental ~~Assessment:~~ Actions: FHWA Concurrence Dated 6/2/81

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Included in FY '82 AP in 6 YR HIP on page 73.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Note: Br. No. 57C24

Est. Proj. Cost:

	TEC NTE	$ 43,900
80%	FF	$ 35,120
	STATE	$ - - -
	Co.	$ 8,780

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Sufficiency rating of existing structure is ZZ.2.
3) Bridge Design by consultant.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3-25-82	D. E. Swan, P.E.	Program Control Engineer

XC: KEN HUBBY

9805

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-1-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: North Fork - Trask River Bridge

HIGHWAY NAME: Trask River Road

HIGHWAY NUMBER: C-730

REGION 2	ADMINISTRATIVE DISTRICT 1	COUNTY Tillamook	CITY
LENGTH 400 feet	MILEPOST NUMBER 11.85 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER H.B.R. (O.S.)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of deteriorated steel through-truss bridge county #157, OSHD #57C24. Construction of new approaches. The proposal anticipates placement of the new structure in the same location as the existing. Detour provisions will be necessary during construction. Possible widening needed for county park parking on the north side.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980- 300 estimated

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 450

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpin
Location Engineer
Date 3/24/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (9)	2 - (12)
SHOULDERS	2 - (2)	2 - (4)
MEDIANS	--	--
PARKING LANES	Possibly replace existing park parking	
SIDEWALKS	none	none
BIKEWAYS	none	Not economically feasible, 4' shldrs. adequate for bicycles
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River N. Fk. Trask	☒	☐	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☒	☐	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☒	☐	☐

Type ____________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	((90))	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Pavement - current	4"	
Aggregate Base (from application)	12"	

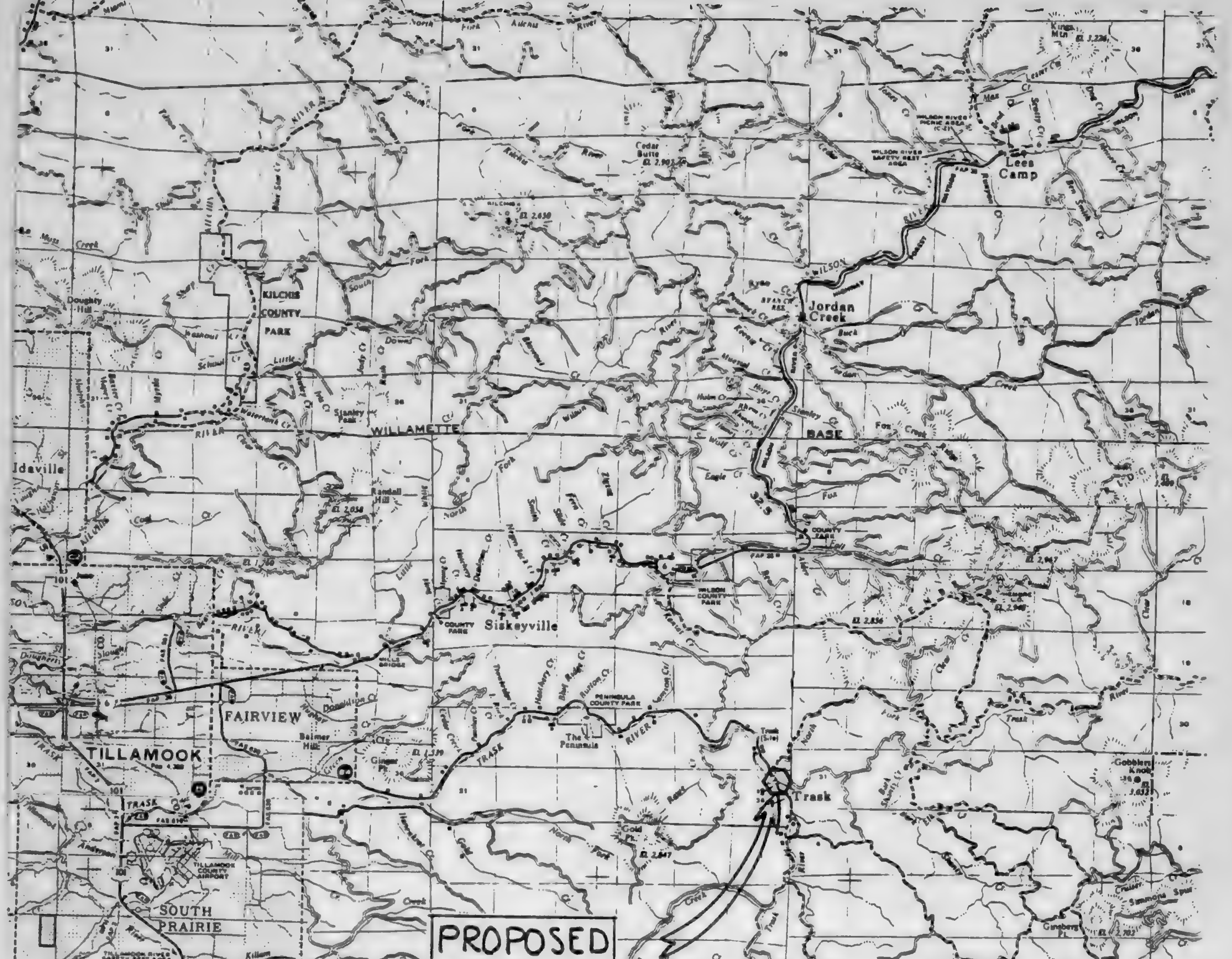
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000	43.900
RIGHT OF WAY		
TRAFFIC CONTROL Detour bridge - Chidsey 180 x 15 x 1.40 x 25	94,500	95.000
ILLUMINATION		
STRUCTURES Chidsey ~~200~~ 180 x ~~28~~ 32 x 55 x ~~1.15~~ 1.10 x 1.40	496,000	373.000
RAILROAD		
ROADWAY	40,000	40 000
OTHER Chidsey - Bridge removal, etc 4 x 22 x 180 x 1.40 less salvage	20,000	27.000
ENGINEERING & CONTINGENCIES 40% Grading	16,000	16 000
PROJECT TOTAL	696,500	594,900

SUBMITTED BY ____________________


Lees Camp
Cedar Butte
Jordan Creek
KILCHIS COUNTY PARK
WILLAMETTE
BASE
Idaville
Stanley Peak
Randall Hill
WILSON COUNTY PARK
COUNTY PARK
Siskeyville
FAIRVIEW
TILLAMOOK
PENINSULA COUNTY PARK
The Peninsula
TRASK
RIVER
Trask
Gobblers Knob
Gold Pk.
TILLAMOOK COUNTY AIRPORT
SOUTH PRAIRIE
PROPOSED PROJECT
PLEASANT VALLEY
Skookum Lake
Grindstone Mtn.
High Peak
Trask Summit
Hemlock
Hardscrabble Mtn
Camelback Bluff
Square Top
Blaine
BEAVER
Dove Peak

7105

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Program Control Engr.
PROJECT MANAGEMENT

DATE: March 15, 1982

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
Tillamook County/OBEC
N Fork Trask River Bridge

As requested by your memo dated March 2, 1982, and as required by federal and state procurement procedures, we have reviewed the selection process and the fiscal/compliance provisions of the subject agreement.

Please reconcile the "lump sum not to exceed" so that it reads the same in the narrative on Page 5 and in the cost detail on Page 3 of Exhibit "A". The $600 difference would be acceptable in either amount.

Contingent upon the above correction, I recommend approval of the agreement.

DWJ:njc
Attachment

3-18-82
Returned to Stearns.

C

81-125-1387

Contains Recycled Materials

PROJECT MANAGEMENT BRANCH
/SHE ☐
PLE ☐ RE ☐ STE ☐
[✓ PRE ☐]
MAR 1 [illegible] 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9805

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 26, 1982

FROM: Phillip O. Stearns Phil Ste
REGION FEDERAL AID SPECIALIST

SUBJECT: North Fork Trask River Bridge
Trask River Road (C730)
Tillamook County

[illegible]

Herewith is the Project Request, Category Request, and Consultant Agreement for subject project, along with copies of the Region estimate of costs, and Authority for Survey submitted in April, 1981.

consultant agreement to Mainor 3-2-82
KEHusby

This project is being submitted in lieu of the North Fork Nehalem River (Scovill) Bridge for fiscal year 1982 HBR funding. The Scovill Bridge will evidently slip to FY 1985 according to Jim Chidsey in the Bridge Section.

The consultant selection process should be waived for this request as OBEC has been approved for the Scovill Bridge. Mr. Palmateer pointed this out in his letter of transmittal, copy enclosed.

Please process the documents through channels for approval.

POS/jms
Encl.

cc: Terpin
Gifford

APPROVED IN 6YR PLAN, PAGE 73
FY 1983 KEH 3-2-82

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
F. Lowe
Region 2:
  C. O. Fredrickson
  P. Stearns
  J. Dixon

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 1 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9805

OBEC CONSULTING ENGINEERS

February 25, 1982

REGION 2 ENGINEER
RECEIVED
☐ RLE FEB 26 1982 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

Re: North Fork Trask River Bridge
OBEC Project No. 97-17

Dear Phil:

Enclosed are three signed copies of each of the following documents:

a) Federal Aid Project request
b) OSHD Project Classification
c) Preliminary Engineering Consultants Agreement

Tillamook County Board of Commissioners acknowledges that the North Fork Trask Project, currently funded for fiscal 1983, will be substituted for the North Fork Nehalem (Scoville) Project, currently funded for fiscal 1982.

F. E. 'Shang' Knight, currently chairman of the board, expressed the hope that no further requirements for consultant selection is necessary since we were apparently approved by FHWA on the Scoville and Trask projects earlier, and their signing of the agreement affirms this action.

Hopefully this project can be expedited as the bridge is limited by barricades to one-way traffic.

Please call if you have any questions.

Sincerely,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:ps
Enclosures-9

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9805

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section North Fork Trask River Bridge
Highway Trask River Road (C730)
County Tillamook
Region 2
(Attach Project Location Map)

Date February 18, 1982
City Tillamook* Hwy. No. C730
Begin M.P. 11.85 Length 400'
Program Estimate $507,000
Funding Source HBR
* 11.85 miles east

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace existing steel through-truss bridge No. 157/57-C-4, built in 1927. Existing bridge is narrow (19 feet) and in poor condition. If the bridge is not replaced it will require extensive repairs and repainting in the near future. Rebuilding of the old bridge is not considered practical. "No build" option would not serve the public interest.

C. Recommended Project Classification:

	Project Class	Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation:

	Wetlands Finding		Noise Study Report
	Cultural Resource Survey		Indirect Source Construction Permit
	Section 106 Procedures	X	Section 4(f) Determination

Basis for Recommended Classification:

The new bridge will replace the existing bridge in the same location within existing right-of-way. The proposed project will generate no significant long-term impacts. Temporary impacts related to construction, such as noise, and disturbance of the water, will be minimized and/or done in accordance with permit limitations.

D. Descriptions:

Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, gravel	Yes, gravel
Average Daily Traffic (Volume and Year)	200 (1981)	300 est. (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	-/40 mph	45/40 mph

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use:

None. Proposed project is a replacement of an existing bridge.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on volume, flow or pattern. Greater width (32 feet) of new structure will improve safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None except for minor temporary effects during construction. No rare or endangered species of plants or animals have been identified which would be influenced by the proposed project.

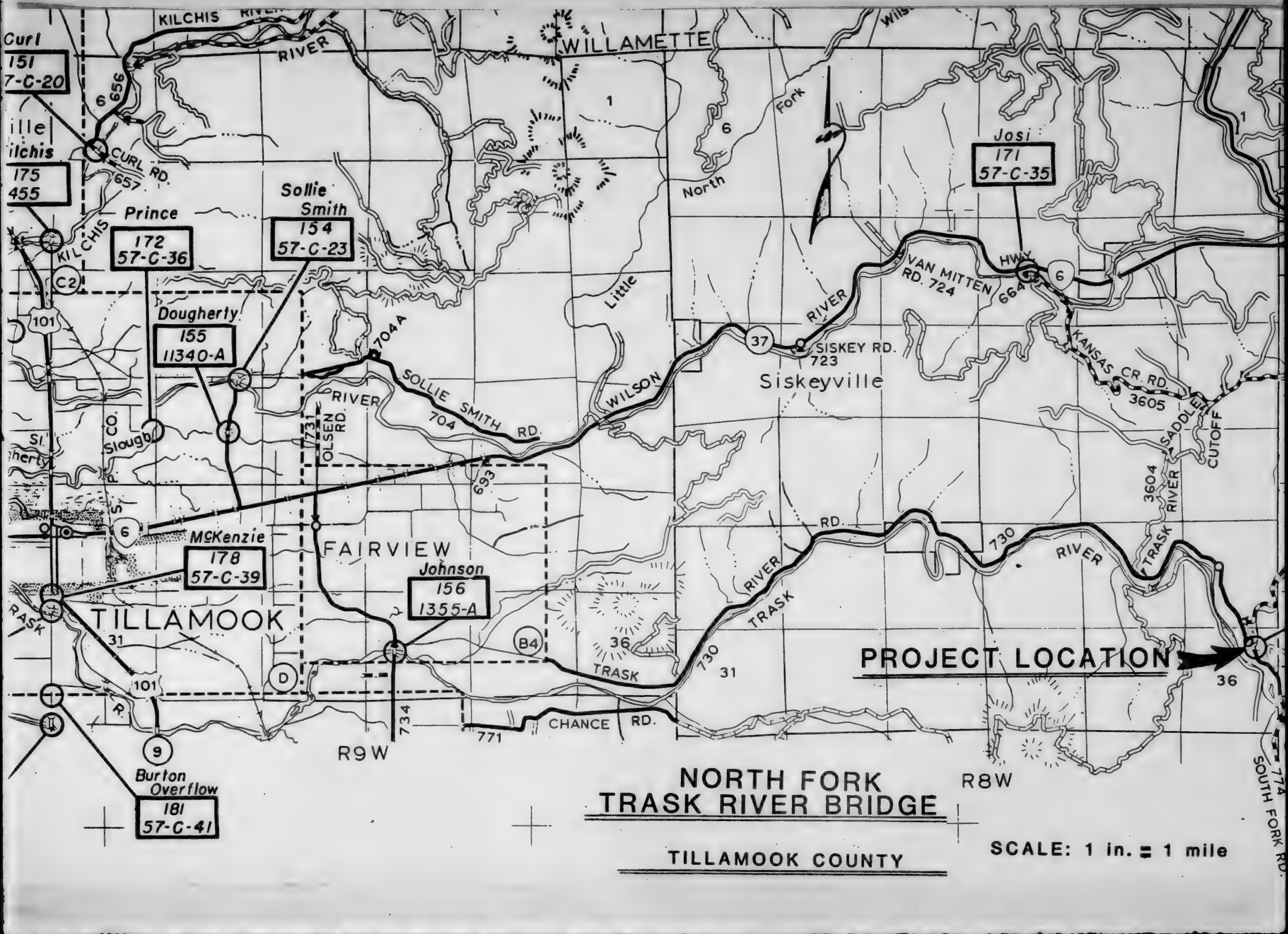
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A county park at the north end of the bridge could be affected by a temporary detour bridge and approaches. These would be removed before completion of the project. The other types of resources are not found at or near the project site.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified at present.

Name of Preparer and Phone Number: OBEC Consulting Engineers (WGW) 683-6090

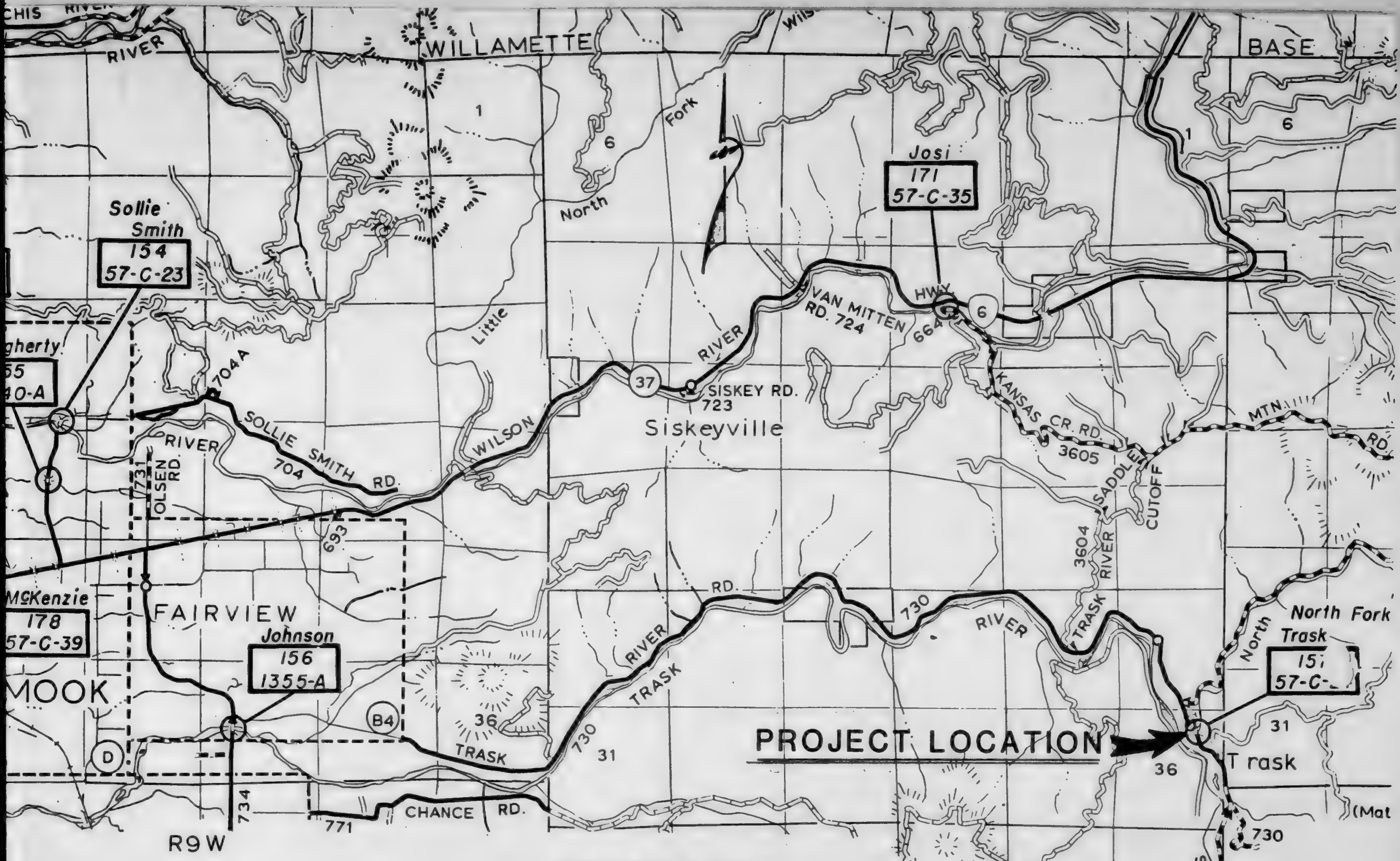


PROJECT LOCATION
WILLAMETTE
KILCHIS RIVER
RIVER
Curl
151
7-C-20
ille
ilchis
175
455
CURL RD.
656
657
KILCHIS
C2
101
Prince
172
57-C-36
Sollie
Smith
154
57-C-23
Dougherty
155
11340-A
CO.
Slough
Sl.
gherty
6
McKenzie
178
57-C-39
TILLAMOOK
RASK
31
D
9
Burton
Overflow
181
57-C-41
704A
SOLLIE SMITH RD.
704
RIVER
731
OLSEN RD.
693
FAIRVIEW
Johnson
156
1355-A
734
B4
771
CHANCE RD.
R9W
WILSON
Little
North
Fork
37
SISKEY RD.
723
Siskeyville
RIVER
VAN MITTEN RD. 724
HWY
664
Josi
171
57-C-35
KANSAS CR. RD.
3605
SADDLE
CUTOFF
3604
TRASK RIVER
TRASK
RIVER
730
RD.
36
774
SOUTH FORK RD.
R8W
1

NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile


WILLAMETTE
BASE
RIVER
North Fork
Wils
Sollie Smith
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KANSAS CR. RD.
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SOLLIE SMITH
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NORTH FORK TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

9205

Date 2-12-82 PROJECT MANAGEMENT OFFICE MEMO

Subject TILLAMOOK CO. HBR PROJECTS File No. ________

Received [✓ (call)] (visit) from STEARNS

Address REGION 2

Made [✓ (call)] (visit) to CHIDSEY Phone 8-6551

Reason for contact and general discussion: BASED ON WALLY PALMATEERS SCATHING 2-8-82 LETTER TO WALT HART (SEE TILLAMOOK HBR GENERAL FILE), & WALT'S RESPONSE, CHIDSEY SAYS TILLAMOOK CAN/WILL GET "N. FORK TRASK RIVER BR" NOW, INSTEAD OF "N. FORK NEHALEM RIVER BR (SCOVILLE)"; N. FORK NEHALEM WILL BE SHOVED BACK UNTIL 1985.

TOLD STEARNS TO SEND IN REQUEST ON TRASK.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGE OPE FAE CCE OM Other

9805 p

CLATSOP-TILLAMOOK
INTERGOVERNMENTAL COUNCIL

Box 488 • Cannon Beach, Oregon 97110 • Phone 436-1156
Richard W. Pearson, Director

RECEIVED
STATE HWY ENGR
NOV 19 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

November 18, 1981

D.E. Swan
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Swan,

The Board of Directors of CTIC reviewed the Notice of Intent for replacing the Scovill Bridge in Tillamook County at their regular November meeting.

The Board recognizes the need to replace this bridge and approved of the application for Federal funds for this purpose.

The Board did ask me to point out to you that there are two other bridges in Tillamook County where the need for replacement is even greater than for the Scovill Bridge. These are the bridge on the North Fork of the Trask River and the Johnson Bridge on the Nehalem River.

Thank you for the opportunity to comment.

Sincerely yours,

Richard W. Pearson (kj)

Richard W. Pearson
Executive Director

BEN GIFFORD

10-7-81

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford

Reg. 2 Engr.: C.O. Fredrickson
Dis. 1 Engr.: E.L. Everton

MEMBERS Astoria, Bay City, Cannon Beach, Clatsop County, Garibaldi, Gearhart, Hammond, Manzanita, Nehalem, Port of Astoria, Port of Bay City, Port of Tillamook Bay, Rockaway, Seaside, Tillamook County, Tillamook, Warrenton and Wheeler. ASSOC. MEMBER North Tillamook County Sanitary Authority

7805

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project Classification & Sec. 4(f) Determination
North Fork Trask River Bridge
Trask River Bridge, Tillamook County
Oregon Project BROS-0900(-)

Date: June 2, 1981

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environment Section, OSHD

The subject project category request submitted with your May 4, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category II, Categorical Exclusion, and that a 4(f) statement be prepared.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (C Pietrok, Reg II)

ENVIRONMENTAL SECTION
June 5, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
D. H. Moehring
L. E. George (2)
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewellyn
Surfacing Design
C. O. Fredrickson
Chuck Pietrok
William Fretwell
Don Keyes (8)

Rp.

BROS-2900(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section North Fork Trask River Bridge
Highway Trask River Road
County Tillamook
Region II
(Attach Project Location Map)

Date May 4, 1981
City ______ Hwy. No. C730
Begin M.P. 11.85 Length 400 ft.
Program Estimate $375,000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to reconstruct a 1927 existing 18 foot load restricted two-lane deteriorated steel through-truss bridge with a new structure of two 12 foot lanes and two 4 foot shoulders on the same alignment and grade. Rebuilding of the old bridge is not considered practical. "No-Build" option would not serve the public interest.

C. Recommended Project Classification:

Project Class		Documentation
☐	I	Draft and Final EIS
☒	II	Categorical Exclusion
☐	III	Environmental Assessment

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☒ Section 4(f) Determination

Basis for Recommended Classification:

This project is a categorical exclusion according to 23 CFR 771.115; no significant environmental impacts have been identified and right-of-way requirements are minor. Impact to Trask Park from a detour road would be minor, being limited to an undeveloped portion of the park. Alternatives to the use of park land will be evaluated during the preparation of the draft Section 4(f) Evaluation.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	2' gravel	4' gravel
Average Daily Traffic (Volume and Year)	300 (1980)	450 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	40	40

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.2
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

Temporary right-of-way easement will be needed for a detour during construction. Existing right-of-way width is 60 feet.

2. Estimated Impact on Land Use:

Detour roadway would pass through park land during construction.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on traffic volumes, flow or patterns. The greater width of the bridge will improve safety (32 feet vs. 18 feet for existing).

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No impact, new structure will span stream in same place as existing.

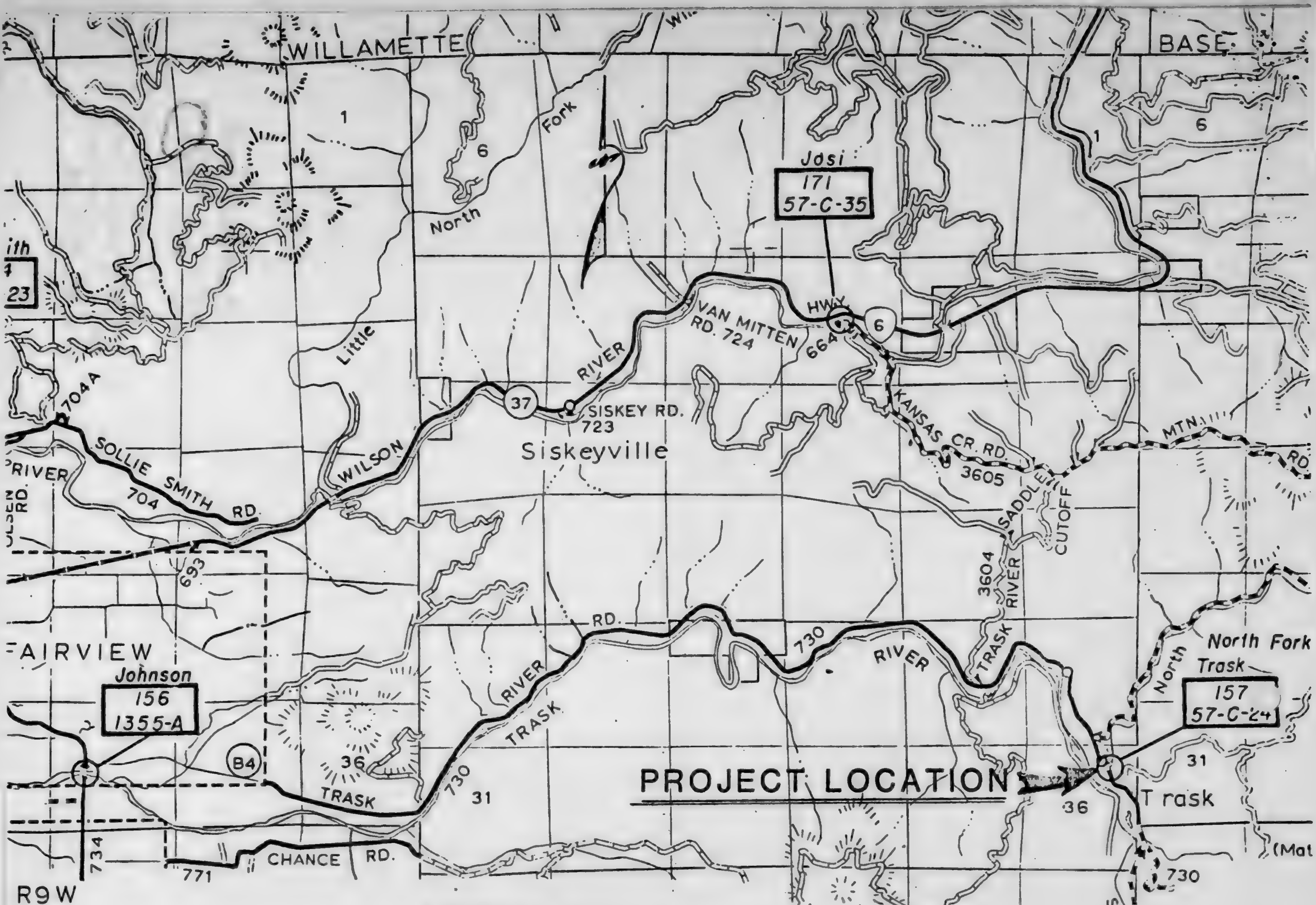
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Trask Park, an 80 acre State Dept. of Forestry park, lies on both sides of the roadway at the north end of the bridge. A detour road connection to a temporary bridge will be routed through an undeveloped part of the park during construction. Park impact will not be significant.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The Forestry Department needs the structure upgraded so that heavy equipment and logging trucks can cross the river for timber sales and fire protection. This is the only direct access to a large area to the southeast.

Name of Preparer and Phone Number: Chuck Pietrok (378-2626)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NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUN 5 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

7005

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer
ATTN:
Phil Stearns

DATE: MAY 27, 1981 PLA 14-2

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: North Fork Trask River Bridge
County Road No. C-630
Tillamook County
BR 57C24

We have reviewed the request by OBEC Consulting Engineers on behalf of Tillamook County for the inclusion of the North Fork Trask River Bridge (Bridge No. 57C24) in the Highway Bridge Replacement Program in lieu of the North Fork Nehalem River (Scoville) Bridge (Bridge No. 633). This request for substitution of projects will be considered at the next meeting of the Bridge Selection Committee.

Since the North Fork Trask River Bridge has a Sufficiency Rating of 22.2, it will be considered for inclusion based on its individual rating and not as a substitution for a previously approved project. The Scoville Bridge was selected for inclusion in the Program based on its Sufficiency Rating of 2.0.

The selection of a structure for inclusion in the Bridge Replacement Program does not constitute a guarantee or a grant to a local jurisdiction for a project as they see fit. Structures are selected for inclusion based on individual deficiencies as compared with all other bridges in the state in the same category.

If approved by the Bridge Selection Committee for inclusion in the Highway Bridge Replacement Program, the North Fork Trask River Bridge will be scheduled for 1983 or later Off-System funding.

JEC:jrb

cc: D. H. Moehring
Ken Husby
Jon Rose
Jack Ayres
John Hagedorn
Roger Lang

PROJECT MANAGEMENT BRANCH
ASHE STE
PLE ☐ RE ☐ PRE ☐
MAY 2 7 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9805

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE March 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME North Fork - Trask River Bridge

HIGHWAY NAME Trask River Road

HIGHWAY NUMBER C-730

REGION 2	ADMINISTRATIVE DISTRICT 1	COUNTY Tillamook	CITY

LENGTH 400 feet

MILEPOST NUMBER 11.85 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of deteriorated steel through-truss bridge county #157, OSHD #57C24. Construction of new approaches. The proposal anticipates placement of the new structure in the same location as the existing. Detour provisions will be necessary during construction. Possible widening needed for county park parking on the north side.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 300 estimated

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	[illegible] - (9)	2 - (12)
SHOULDERS	2 - (2)	2 - (4)
MEDIANS	--	--
PARKING LANES	Possibly replace existing park parking	
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☑	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☒	☐	☐
Stream ____________	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☒	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☐	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing __________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☒	☐	☐

Type ____________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	Late 1981	
	(Region)	(Salem)

6 · SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Pavement - current	4"	
Aggregate Base (from application)	12"	

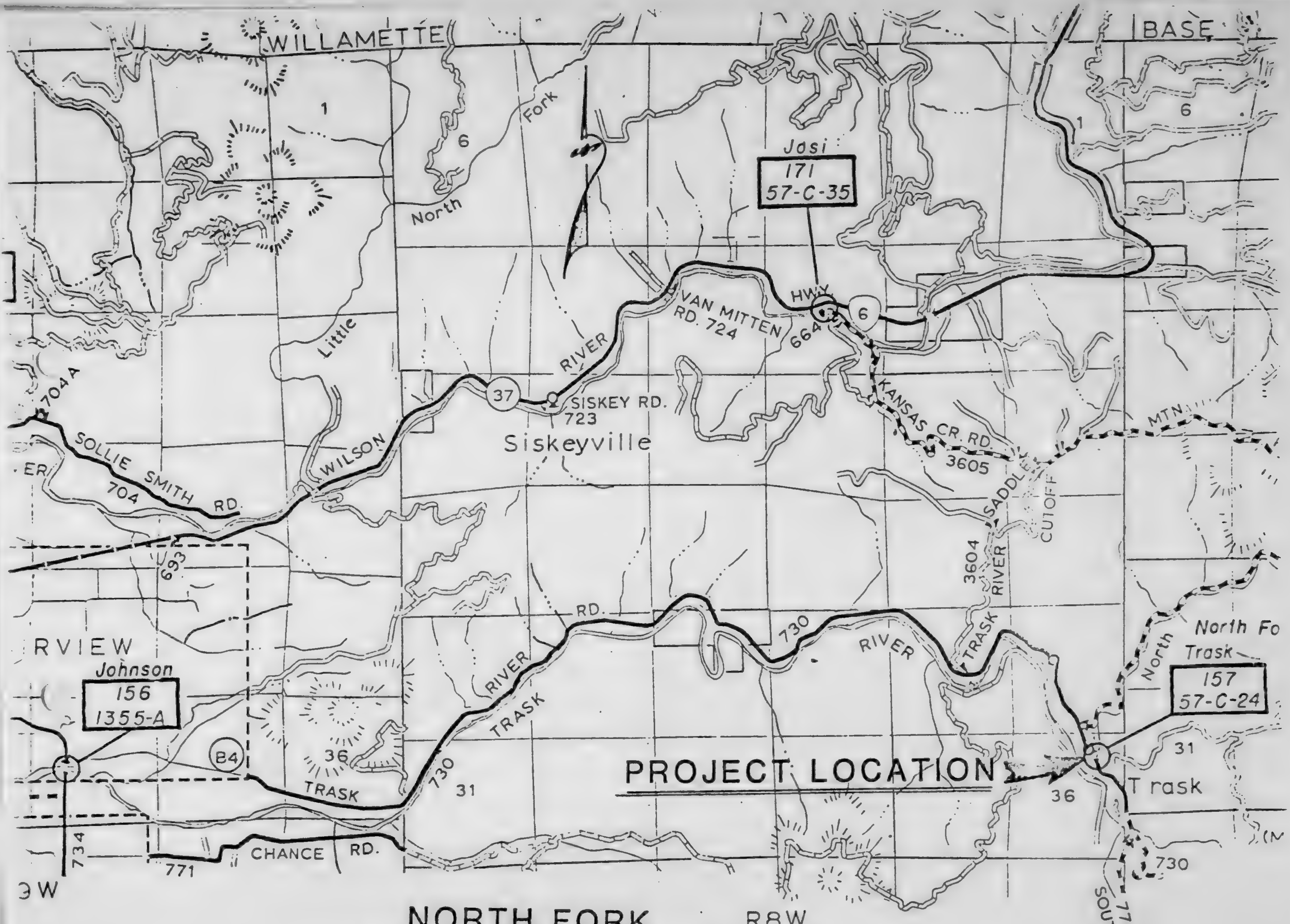
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000	
RIGHT OF WAY		
TRAFFIC CONTROL Detour bridge - Chidsey 180 x 15 x 1.40 x 25	94,500	
ILLUMINATION		
STRUCTURES Chidsey 200 x 28 x 55 x 1.15 x 1.40	496,000	
RAILROAD		
ROADWAY	40,000	
OTHER Chidsey - Bridge removal, etc 4 x 22 x 180 x 1.40 less salvage	20,000	
ENGINEERING & CONTINGENCIES 40% Grading	16,000	
PROJECT TOTAL	696,500	

SUBMITTED BY ____________________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PROJECT LOCATION
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SOUTH FORK R
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NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

PROJECT CLASSIFICATION

A. Project Identification:

Date March 30, 1981

Section North Fork Trask River Bridge

City ____ Hwy. No. C730

Highway Trask River Rd.

Begin M.P. 11.85 Length 400 ft.

County Tillamook

Program Estimate $375,000

Region II

Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to reconstruct an existing two-lane deteriorated steel through-truss bridge with two 12 foot lanes and two 4 foot shoulders on the same alignment and grade. The new structure would improve flow and safety of traffic on the County Road.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
x	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

x Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

This project is a categorical exclusion according to 23 CFR 771.115; no significant environmental impacts have been identified and right-of-way requirements are minor.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	2' gravel	4' gravel
Average Daily Traffic (Volume and Year)	300 (1980)	450 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	40	40

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.2
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

Temporary right-of-way easement will be needed for a detour during construction. Existing right-of-way width is 60 ft.

2. Estimated Impact on Land Use:

Detour roadway would impact park land during construction.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on traffic volumes or patterns. It will improve the flow and safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No impact, structure will span stream in existing roadway.

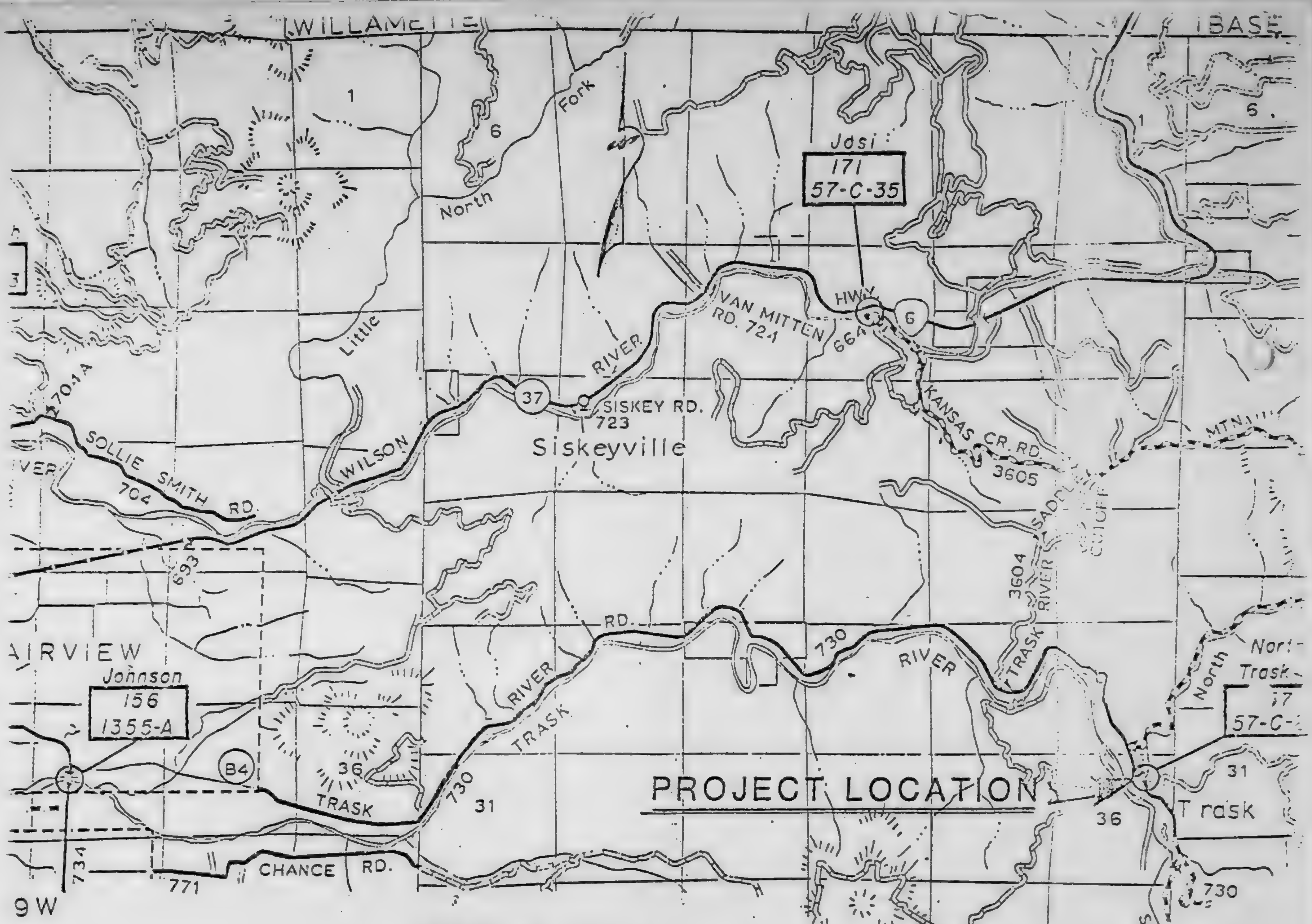
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Trask Park, State of Oregon, Forestry Department laid on both sides of roadway leading to the north end of the bridge. The only impact would be to the park during construction.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Chuck Pietrok 378-2626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NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

Form 81-731-3070 9805

(NFT0001) 1

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Fork - Trask River Bridge

Highway Trask River Road #C-730 OS

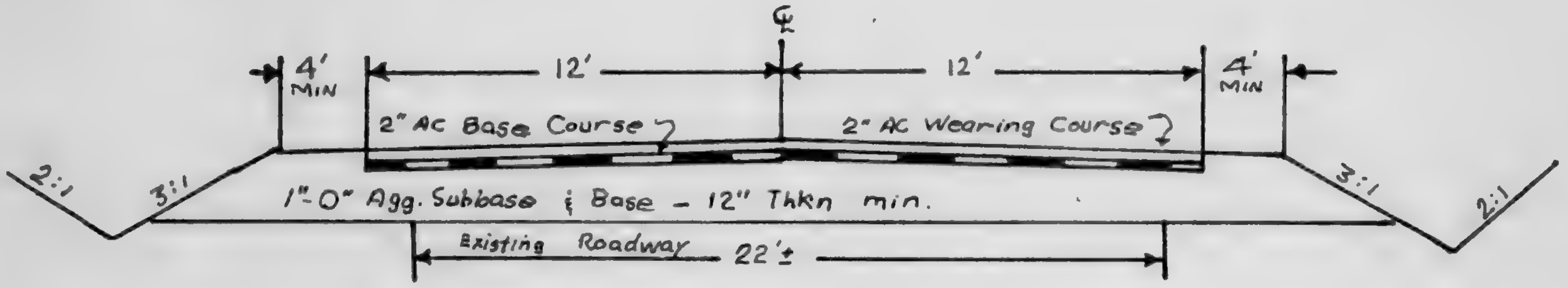
County Tillamook #29

Date March 27, 1981

Authorization No. 1

Survey Prefix 229-1981 (Assigned by Salem office)

Description of termini, route, length, etc.: The project is located approximately 11 miles easterly from Tillamook at MP 11.85 on the Trask River Road at the crossing of the North Fork of the Trask River.



TYPICAL SECTION

Purpose of survey: Prepare plans, specifications and estimate of cost to construct a new bridge in place of the existing.

Estimate of Cost:

Project Manager	(901)	$ 200
Paym'T to Local Governmt	(903)	750
Consultant Fees	(904)	34,900
Final Design	(905)	2,000 PS&E
Bridge Design	(906)	2,000 PS&E
Soils & Geology	(910)	200
Recon & Hydrology	(918)	500
Project Management	(920)	250
Specifications	(921)	2,000 PS&E
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	500
Found. Investigations	(926)	500

BROS-2900(3)
4-1-82

HIP HBR-OS 670,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 26 1982
LOCATION SECTION

Total estimated cost of survey $43,900

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:
Phillip O.
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E.
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19700-134

9805

OBEC CONSULTING ENGINEERS

MAR 1981
RECEIVED
Tillamook County
Board of
Commissioners

FILE COPY

March 10, 1981

Mr. Robert Miles
Acting Director of Public Works
Tillamook County Road Department
P. O. Box 152
Tillamook, Oregon 97141

Re: North Fork Trask River Bridge No. 157
OBEC Job No. 97-17

Dear Mr. Miles:

I am enclosing a Federal Aid Project Request Form for the Trask River Bridge. The form needs County officials' signatures, and should be forwarded to Phil Stearns, Region 2 Federal Aid Engineer.

We have shown an average daily traffic volume of 300 and a right-of-way width of 60 feet. You may want to verify these figures with your staff and make any needed corrections prior to submittal to the State.

Pleast let me know if you have any questions.

Very truly yours,

Worcester

Willis G. Worcester
Office Engineer

WGW:ps
Enclosure

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9805

FEDERAL AID PROJECT REQUEST

Date March 9, 1981

Applicant Agency Tillamook County, Oregon

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR X

Federal Aid Route No. C-730 Route Name

Project Name North Fork Trask River Bridge

Project Length Est. 400', includes approaches Project Location (Attach sketch map)

Project Description Replacement of deteriorated steel through-truss bridge. County No. 157, OSHD No. 57C24. Construction of new approaches.

Average Daily Traffic 300 est. Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders 2'±

Medians None Parking None

Sidewalks None

Remarks County park at north end of bridge provides some parking space on widened shoulder - not typical for rest of roadway.

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'

Medians No Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 11.85, Hwy. No. C730, 11 miles east of Tillamook, Oregon

Type Steel through-truss

Approach Roadway Width 18' Shoulder Width 2'±

Length 180' Width 18'-11" Deck, 21'-9"O.-O. Trusses

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 200' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No. Provisions will be made for future utilities.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Type of existing bridge prevents staged construction of new bridge. Detour bridge will probably be required.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad N/A
   Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	County Board of Commissioners Office
2.	Environmental	County Board of Commissioners Office
3.	Public Hearing	County Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant_________ State_________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No_________

If "yes," describe briefly: County will provide permanent signing, if any, and permanent striping.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 40,000
Right-of-way costs (if participating)	--
Traffic control (includes detour bridge)	25,000
Illumination	--
Structures	270,000
Railroad	--
Other Bridge removal, misc.	10,000
Preliminary engineering	30,000
PROJECT TOTAL	$ 375,000

Remarks____________________

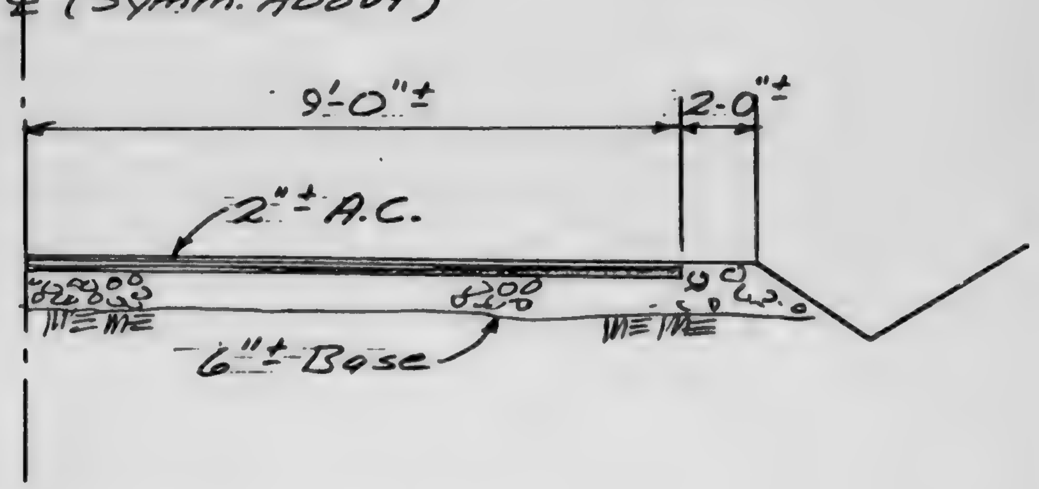
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________________ and/or Tillamook COUNTY

By____________________ By Gerald A. Woodward

By____________________ By F. E. Knight

By Carol Williams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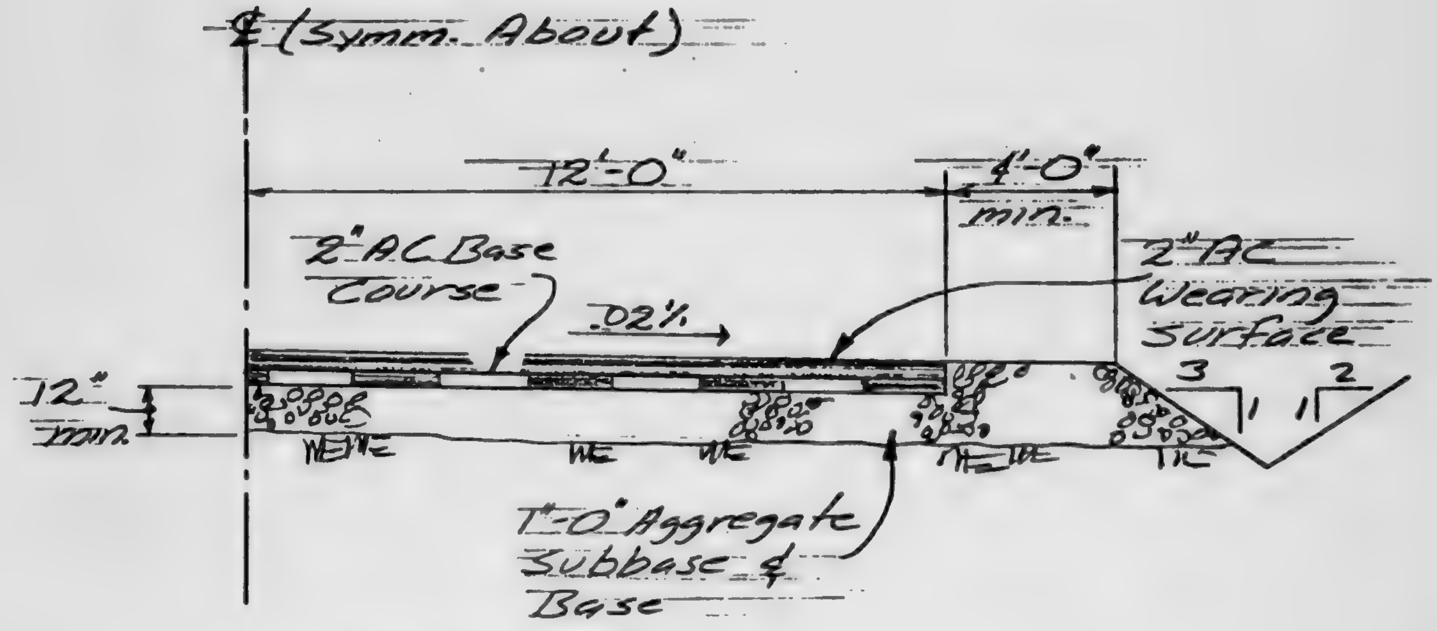
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale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min.
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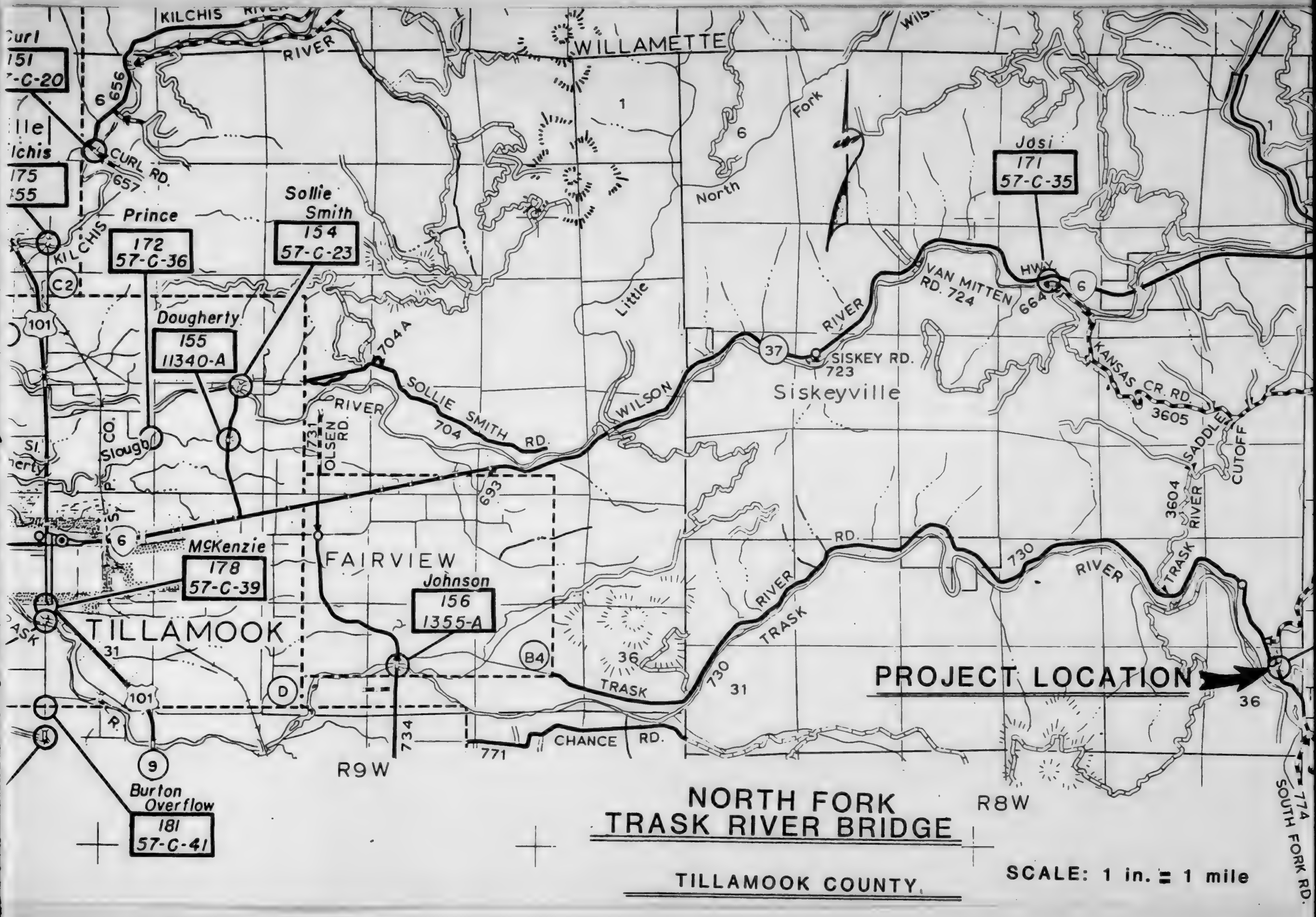
NEW ROADWAY

No Scale

NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY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57-C-41
PROJECT LOCATION
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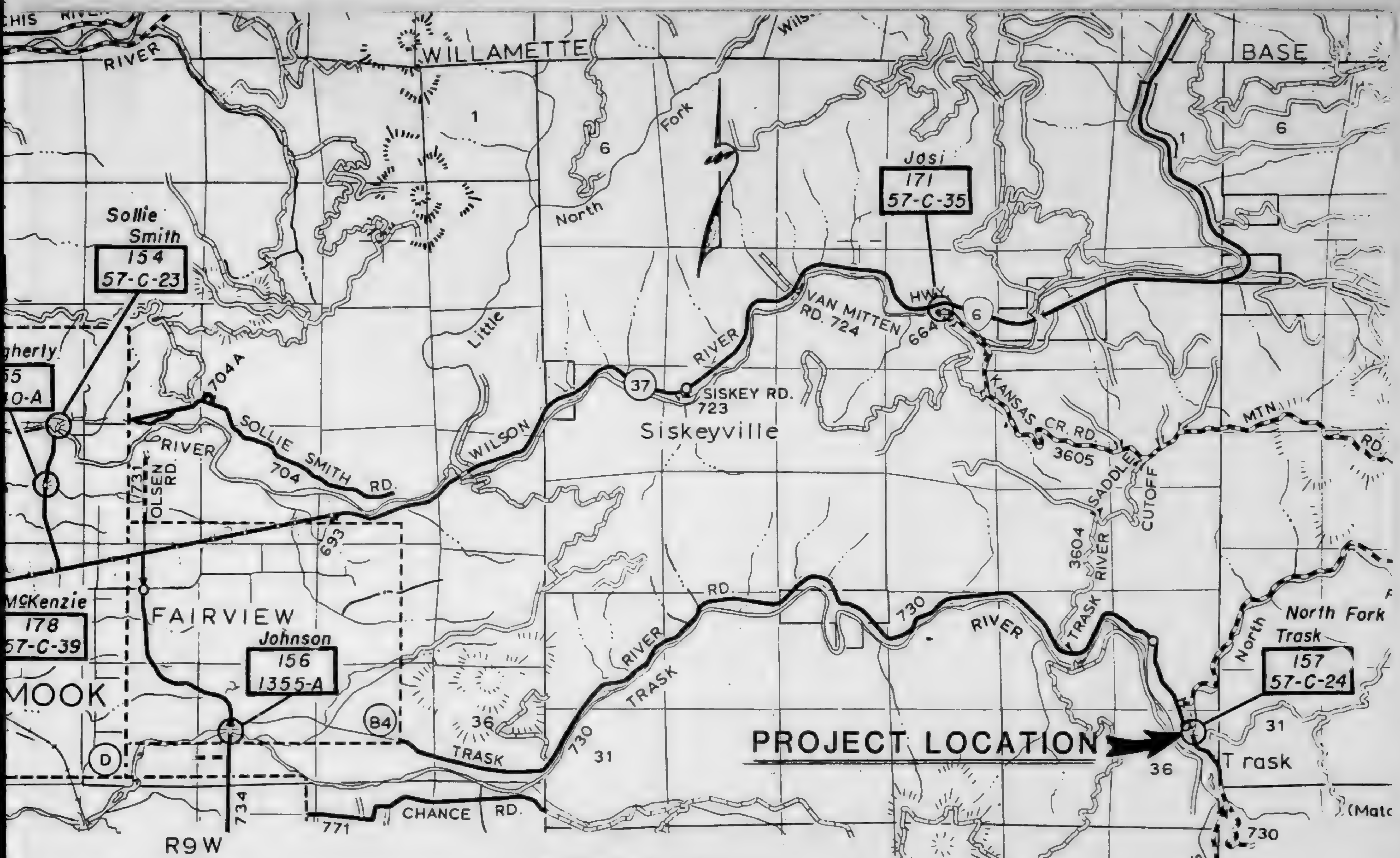
SOUTH FORK RD.

NORTH FORK TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile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PROJECT LOCATION
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SOUTH FORK RD.
R8W

NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

9805

OBEC CONSULTING ENGINEERS

March 3, 1981

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

Re: HBR Program
North Fork Trask (Lommen) Bridge

Dear Phil:

It is the County's expressed wish through Bob Miles, Director of Public Works, that the North Fork Trask River structure be substituted for the North Fork Nehalem (Scoville) Bridge.

The existing bridge is showing continuing deterioration. It was designed for H 12½ with an 18-foot roadway. Considerable timber is coming out over the structure, and we have recommended less than legal loads. Our inspection of February 26, 1981 shows 50% loss in section on some bottom chords and floor beams.

The County deems it more advantageous to replace this bridge, as "Scoville" is on a loop road and can be reached from either end, and this bridge is the only access to a major timber harvest area.

Please confirm by letter if you concur. This matter has been discussed with Project Management, and no problems in the substitution seem to be apparent.

Very truly yours,

Wally
W. A. Palmateer
General Manager

WAP:ps

cc: Bob Miles - Tillamook County
Ken Husby - Project Management, OSHD, Salem ✓

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

.9805 N

FEDERAL AID PROJECT REQUEST

Date February 18, 1981

Applicant Agency Tillamook County, Oregon

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR X

Federal Aid Route No. C-730 Route Name ____

Project Name North Fork Trask River Bridge

Project Length Est. 400', includes approaches Project Location (Attach sketch map)

Project Description Replacement of deteriorated steel through-truss bridge, County No. 157, OSHD No. 57C24. Construction of new approaches.

Average Daily Traffic 300 est. Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders 2'±

Medians None Parking None

Sidewalks None

Remarks County park at north end of bridge provides some parking space on widened shoulder - not typical for rest of roadway.

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'

Medians No Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway No

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 11.85, Hwy. No. C730, 11 miles east of Tillamook, Oregon
Type Steel through-truss
Approach Roadway Width 18' Shoulder Width 2'±
Length 180' Width 18'-11" Deck, 21'-9"O.-O. Trusses
To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 210' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No. Provisions will be made for future utilities.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Type of existing bridge prevents staged construction of new bridge. Existing bridge may be moved for use as detour during construction.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad N/A
Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	County Board of Commissioners Office
2.	Environmental	County Board of commissioners Office
3.	Public Hearing	County Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: County will provide permanent signing, if any, and permanent striping.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 40,000
Right-of-way costs (if participating)	---
Traffic control	30,000
Illumination	---
Structures	336,000
Railroad	---
Other	65,000
Preliminary engineering	36,000
PROJECT TOTAL	$ 507,000

Remarks________

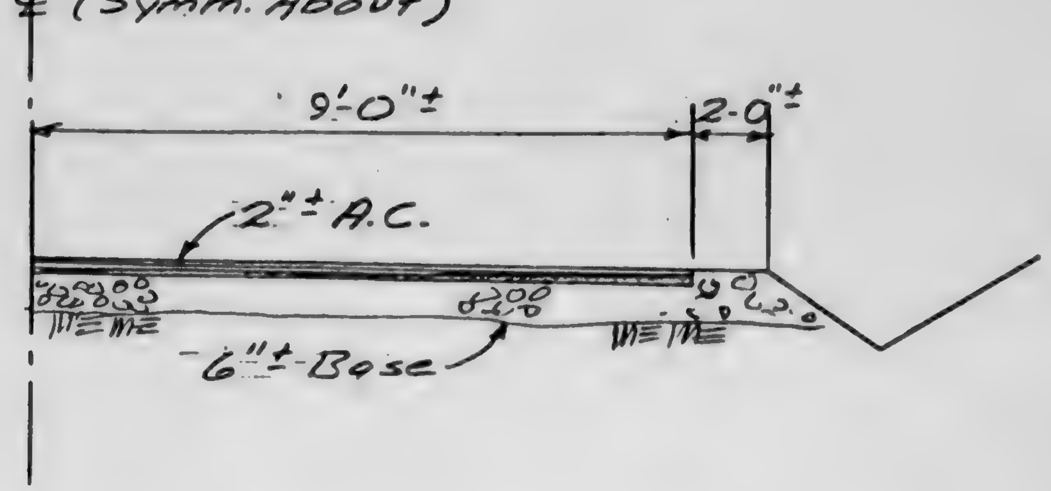
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Tillamook COUNTY

By________ By F. E. Bright

By________ By

By Gerald A Woodward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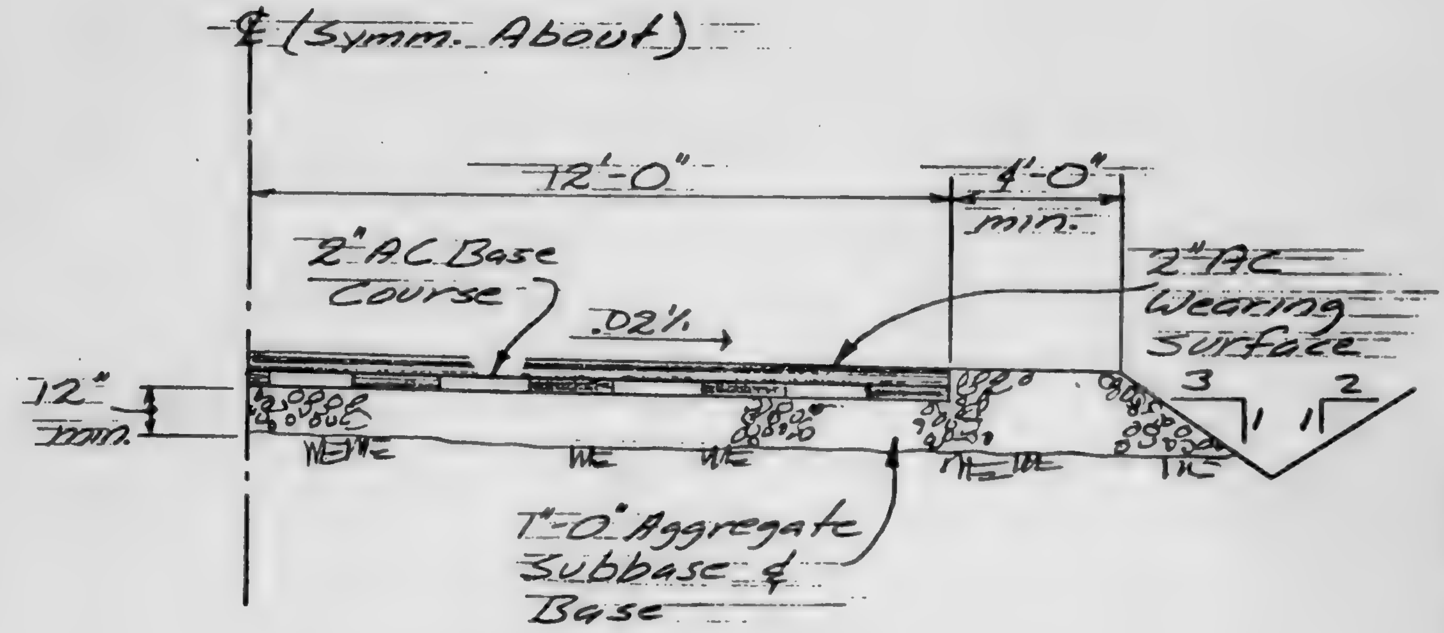
6"± Base

EXISTING ROADWAY

No Scale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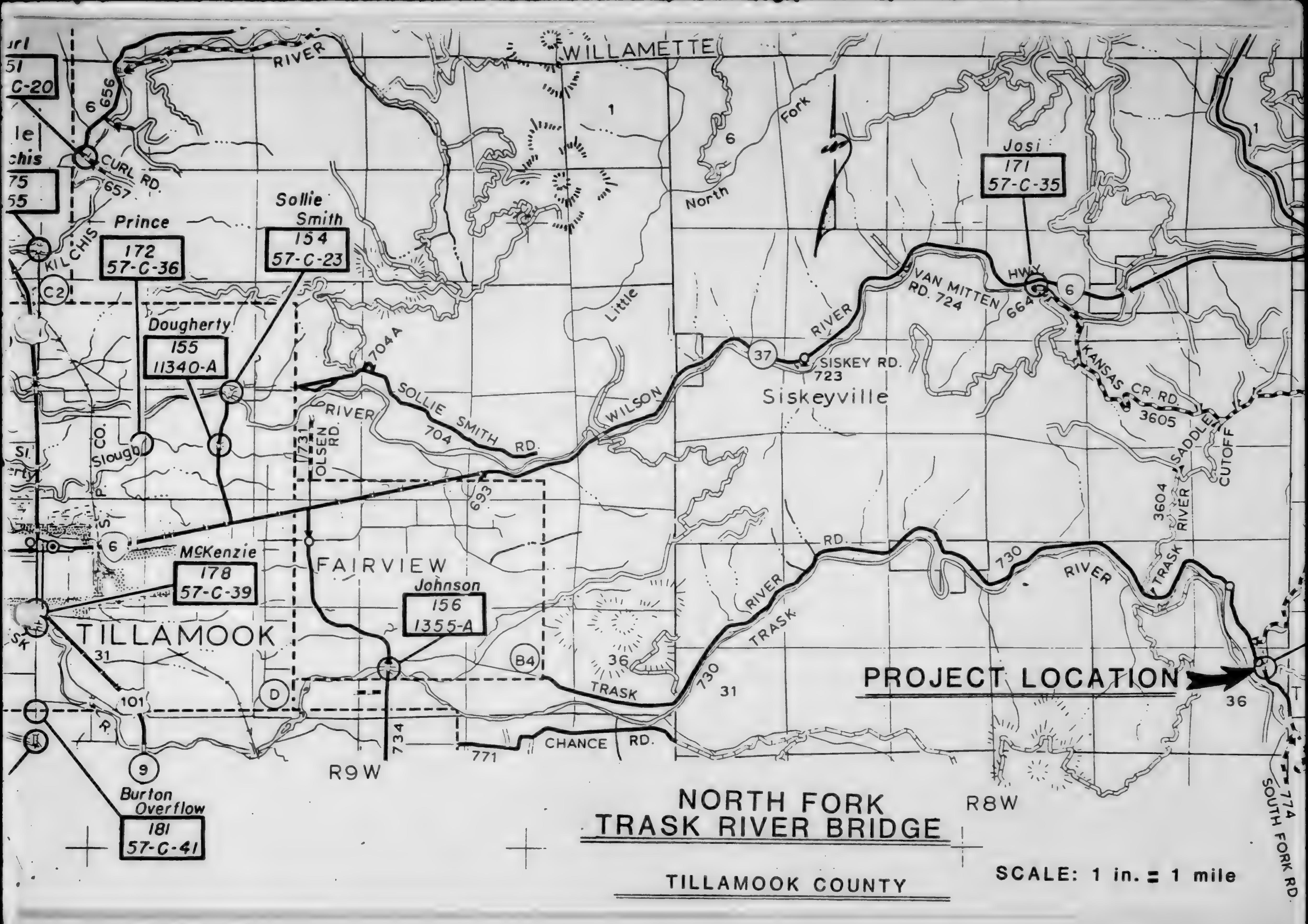
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY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PROJECT LOCATION
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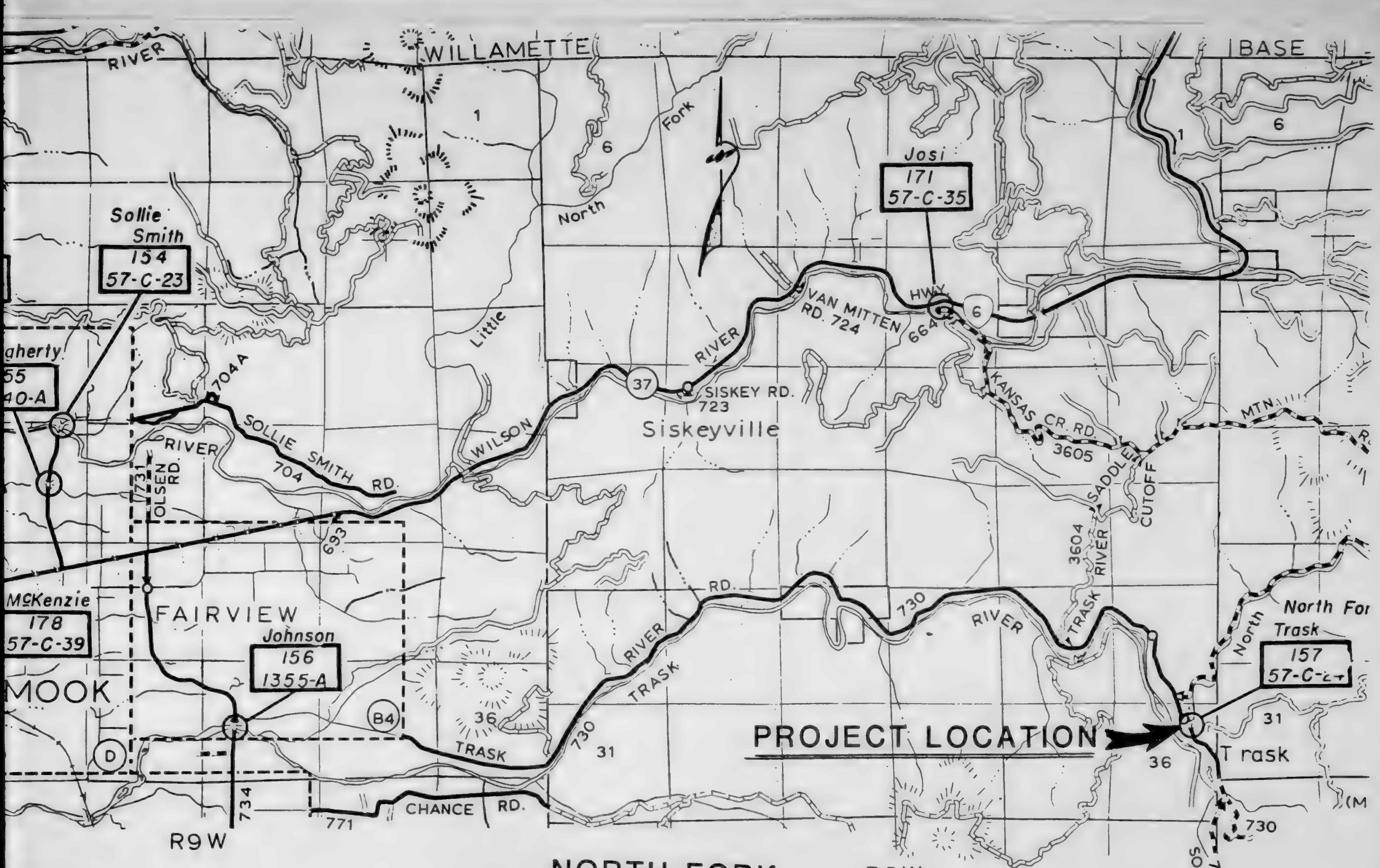
NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile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PROJECT LOCATION
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NORTH FORK
TRASK RIVER BRIDGE

TILLAMOOK COUNTY

SCALE: 1 in. = 1 mile

1984 Meacham U'Xing. (UPRR & 9806
Meacham Cr.) Sec, Old Oregon
Trail (bridge rail replacement)

9806

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-435 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-30-86	State Oregon County Umatilla Project Number BHOS-4000(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 98,190	$ 91,987
Federal funds	$ 78,552	$ 73,589
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 29, 1986

FEDERAL AID PROJECT NO. BHOS-4000(2)

MEACHAM O'XING (UPRR & MEACHAM CR.) BR. SECTION
COUNTY ROAD
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X321
BRIDGE REHABILITATION #447A (STA. 1604+15 TO 1607+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 7.00	550	$ 3,850.00	357	$ 2,499.00
Cl. "C" Asphalt	50.00	115	5,750.00	100.46	5,023.00
Guardrail Anchors Type 1 Mod.	400.00	2	800.00	0	0.00
Total			$10,400.00		$ 7,522.00

Decrease	$ 2,878.00
Subtotal from previous estimate of May 16, 1984	85,756.00
Subtotal	$ 82,878.00
Engineering	9,109.00
Total	$ 91,987.00

Length of Structure	0.054 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Structure	114	80%	$ 91,987	$ 73,589	$ 18,398

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09806
Prefix: C030-1994 P.E.
Prefix: C030-1093
DDB:bkb

9406

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-303

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Umatilla

Project Number
BHOS-4000(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 98,190.00	$ 98,190.00
Federal funds	$ 98,190.00	$ 78,552.00

Other revisions Appn Code 114

(Note: Additional Federal Funds Collected - $235.45)

This modification is made for the following reasons:
"The project agreement executed 5-22-84, is modified to decrease federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

MEACHAM O'XING
UMATILLA CO
30-1093

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

.9806

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO 5-158 + 159	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-22-84	State Oregon County Umatilla Project No. BHOS-4000(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Meacham frontage road O'xing of UPRR and Meacham Creek.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	0.054
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,190	$ 78,552*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See back for additional provisions.

Oregon State Highway Division
(Official name of Highway Agency)
By Wayne
For Manager, Program Section
(Title)
xxx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator MAY 22 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145. The additional Federal funds requested total $19,638.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 80 percent."

U.S. ERNMENT PRINTING OFFICE: 1977—724-393 3-1
982-239

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen File

Oregon State Highway Division
Salem, Oregon May 16, 1984

Federal-Aid Project No. BHOS-4000(2)

Meacham O'xing (UPRR & Meacham Cr.) Br. Section
Meacham Frontage Road
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X321
Bridge Rehabilitation (Sta. #447A) (Sta. 1604+15 to Sta. 1607+40)

Mobilization		All Required		$ 7,000.00
Temporary Protection and Direction of Traffic		All Required		1,500.00
Temporary Signs	107	Sq. Ft.	10.00	1,070.00
Temporary Barricades	4	Each	50.00	200.00
Temporary Plastic Safety Markers	30	Each	40.00	1,200.00
Flaggers	550	Hour	7.00	3,850.00
Class "C" Asphalt Concrete	115	Hour	50.00	5,750.00
Guard Rail, Type 2	75	Lin. Ft.	20.00	1,500.00
Guard Rail, Type 3	100	Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	2	Each	400.00	800.00
Guard Rail Anchors, Type 1, Modidfied	2	Each	400.00	800.00
Rail End Pieces, Type B	2	Each	100.00	200.00
Rail End Pieces, Type C	2	Each	100.00	200.00
Bridge Removal Work		All Required		25,006.00
Two Tube Steel Railing	644	Lin.Ft.	45.00	28,980.00
				$ 81,056.00

Anticipated Items

Railroad Protective Costs	All Required	$ 4,700.00

Subtotal	$ 85,756.00
Engineering	12,434.00
Total	$ 98,190.00

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$	500.00

Length of Structure	0.054 mi.
Federal Funds (80%)	$ 78,552.00
State Funds	19,638.00
Total	$ 98,190.00

Reimbursement 100% $98,190 Public Law 97-424, S145
Group 1 100%
Prefix: 30-1994 P.E.
Prefix: 30-1093
Contract No.: 9806

jc cc: OSHD (Rulien)

9806 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT April 8, 1986	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BHOS-4000(2)
COMPLETION DATE (Actual) Oct. 12, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY May 8, 1985	TIME ELAPSED 100 %	CONTRACT TIME 150 CD

LOCATION Meacham O'Xing (UPRR and Meacham Cr.) Section of the Old Oregon Trail Hwy. in Meacham

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Removal and replacement of bridge railing.

   B. Construction of asphalt concrete overlay.

   C. Construction of guardrail.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.

3. Contract Amount: $78,492.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO
Fredrickson

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Asst. Area Engr.		SIGNATURE Original signed by C. T. CHRISTIANSON	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

May 23, 1985

United Pacific Insurance Co.
PO Box 7427
Boise, ID 83707

CON 5
#9806

Gentlemen or Ladies:

On May 15, 1985, we wrote to you concerning release of final payment on Contract No. 9806 awarded to Weaver Construction Co. for bridge rail replacement on the Meacham Overcrossing (UPRR and Meacham Creek) Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $1,500.00 and the total contract amount is $78,492.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Weaver Construction Co.
PO Box 588
Union, OR 97883

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9806,

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 9, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9806,	On Site Work Substantially Completed October 12, 1984
All Work Completed	December 6, 1984	
Project	Meacham O'Xing (UPRR & Meacham Cr.)	
Highway	Old Oregon Trail (Meacham Frontage Rd.)	
County	Umatilla	
Type of Work	Bridge Rail Replacement	
Contractor	Weaver Construction Co.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

May 15, 1985 - Surety letter written.

Noted
RwGormsen

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

Contains Recycled Materials

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION No. 15 FIN Meacham O'Xing (UPRR & Meacham Cr)	WEEK ENDING Dec. 8, 1984
	SECTION PREFIX 30-1093
HIGHWAY Old Ore Trail (Fr Rd)	COUNTY Umatilla

NAME OF JOB Meacham O'Xing	KIND OF WORK Bridge Rail Replacement	
CONTRACTOR Weaver Construction Co.	CONTRACT NUMBER 9806	FEDERAL AID PROJECT NUMBER BHOS-4000(2)
DATE OF CONTRACT May 2, 1984	DATE WORK STARTED August 28, 1984	ESTIMATED COMPLETION DATE October 12, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS A: ALL SPECIFIED CALENDAR DAYS 150	WORK DAYS USED A: ALL CALENDAR DAYS USED 150
PROJECT AUTHORIZATION: $ 98,763	SPECIFIED COMPLETION DATE October 12, 1984	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 90,137	ENGINEERING AUTHORIZATION $ 8,626 This Week 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 90,137	ENGINEERING COST TO DATE $ 6,351	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 74 %	DATE PROJECT WAS COMPLETED: October 12, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Cloudy	0		Contract completed 10-12-84.
MONDAY	3	Cloudy	0		
TUESDAY	4	Rain	0		
WEDNESDAY	5	Snow	0		
THURSDAY	6	Snow	0		
FRIDAY	7	Cloudy	0		
SATURDAY	8		0		

RECEIVED
DEC 11 1984
CONSTRUCTION SECTION

CE F
CO
CA
CAE
CP
LEO
LS TC
SA CC
FE
PA
CS
FILE

CONTR. NO: 9806 DATE: Dec. 8, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2 SUNDAY	No activity.
3 MONDAY	No activity.
4 TUESDAY	No activity.
5 WEDNESDAY	No activity.
6 THURSDAY	Weaver adjusted rail and replaced short post bolts.
7 FRIDAY	No activity.
8 SATURDAY	No activity.

REMARKS

STATUS: All work completed on the contract on Oct. 12, 1984.
Semi-final submitted to Region Dec. 5, 1984

Final inspection done on 11-15-84.

SIGNED Bobby D. Johnson LOCATION Pendleton

Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9806

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHOS-4000(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40182

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to
4/11

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE 4/4/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER State Road

10. GENERAL LOCATION:

Meacham O'Xing (UPRR & Meacham Creek) Bridge Section (Br #447A)

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4/2/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $250,000. Regular Federal-aid matching ratio, appropriation code 114 $200,000 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $50,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 3/28/84 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1506

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 29, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40182
Project No. BHOS-4000(2)
Meacham O'xing (UPRR & Meacham Cr.) Br. Sec.
Old Emigrant Hill Scenic Frontage Road
Umatilla County

wider deck

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1984 and request Federal-aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, section 145.

Also, attached is a copy of an Interoffice memo by John H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:cm

Attachments

cc: R. D. Hector, Region 5
General Files

Form 734-3122

1984 Grande Ronde River (Upper 9807
Perry) Bridge Sec., Old Oregon
Trail W. of LaGrande (br. repair)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Union	DIVISION Oregon
DATE OF REPORT 5-17-85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. IR-84-6(8)254
COMPLETION DATE (Actual) 8-15-84	ACCEPTANCE DATE BY CONRTACT AGENCY 4-16-85	TIME ELAPSED $\frac{80}{90}$ = 89 %	CONTRACT TIME 90 CD

LOCATION

Four miles west of La Grande on I-84 in Union County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRANDE RONDE (UPPER PERRY) BRIDGE SECTION
OLD OREGON TRAIL
BRIDGE REPAIR

This project provided for the repair to the eastbound structure at Bent No. 4.

The final cost of the original contract items was $30,817.60, or a 1.8 percent increase over the contract bid amount of $30,262.00. The final cost of the project including all changes and engineering was $53,603.27.

The majority of the increased cost of this project over the contract bid amount resulted when repair work had to be done at Bent No. 5. The plans did not include any work at this site. Further details of this work are included in Inspection Report No. 2.

All participating work has been completed.

A final inspection of the completed work was made by FHWA on October 24, 1984.

RECEIVED
STATE HWY ENGR
MAY 28 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
vy
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. [illegible] HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE MAY 2 3 1985	TITLE Field Operations Engineer	DATE MAY 2 4 1985

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

April 30, 1985

United Pacific Insurance Co.
PO Box 7427
Boise, ID 83707

CON 5
#9807

Gentlemen or Ladies:

Contract No. 9807 awarded to Weaver Construction Co. for repair of the Grande Ronde River (Upper Perry) Bridge Section of the Old Oregon Trail in Union County was completed on November 8, 1984, and accepted by the State Highway Division on April 16, 1985.

Final payment in the amount of $1,539.55 will be released to the contractor after May 6, 1985. The total contract amount is $47,201.01 including $16,383.41 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Weaver Construction Co.
PO Box 588
Union, OR 97883

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9807

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 16, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9807, On Site Work Substantially Completed August 15, 1984

All Work Completed November 8, 1984

Project Grande Ronde R. (Upper Perry) Br.

Highway Old Oregon Trail

County Union

Type of Work Bridge Repair

Contractor Weaver Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

April 30, 1985 - Surety letter written.

noted
RG Gormsen

RECEIVED
APR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Contains Recycled Materials

9407

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-126	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Union
MODIFICATION NUMBER 3		Project Number IR-84-6(8)254

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 43,951	$ 62,792
Federal funds	$ 40,531	$ 57,906
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 10, 1985

FEDERAL AID PROJECT NO. IR-84-6(8)254

Grande Ronde River (Upper Perry) Bridge
Old Oregon Trail Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
Bridge Rehabilitation, Bridge No. 8425A E. Bd. Sta. 797+47.10 to Sta. 802+99.92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Repair Spalled Concrete (FA #1)	$ --	--	$ 6,000.00	--	$15,354.64
Excess Flagging (F.A. #2)	--	--		--	1,028.77
SUBTOTALS			$ 6,000.00		$16,383.41

Increase	$ 16,383.41
Subtotal from Revised Estimate of August 29, 1984	38,219.00
Subtotal	$ 54,602.41
Engineering	8,189.59
Total	$ 62,792.00

Length of Project ---------------- 0.104 mi.

Federal Funds (92.22%)	$ 57,906.00
State Funds	4,886.00
TOTAL	$ 62,792.00

Group 1: 100%
Contract No. 9807
Prefix: 631-1961
Prefix: 631-1019

WH:me

9307

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	8-31-84	County Union
MODIFICATION NUMBER 2		Project Number IR-84-6(8)254

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 43,110.00	$ 43,951.00
Federal funds	$ 39,756.00	$ 40,531.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

JAN

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO. IR-84-6(8)254

Grande Ronde River (Upper Perry) Bridge
Old Oregon Trail Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
Bridge Rehabilitation, Bridge No. 8425A E. Bd. Sta. 797+47.10 to Sta. 802+99.92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 7.00	300	$ 2,100.00	350	$ 2,450.00
Structure Excavation	20.00	27	540.00	46.1	922.00
SUBTOTALS			$ 2,640.00		$ 3,372.00

Increase	$ 732.00
Subtotal from Revised Estimate of August 2, 1984	37,487.00
Subtotal	$38,219.00
Engineering	5,732.00
Total	$43,951.00

Length of Project ---------------------- 0.104 mile

Federal Funds (92.22%)	$40,531.00
tate Funds	3,420.00
OTAL	$43,951.00

Group 1: 100%
Contract No. 9807
Prefix: 631-1961
Prefix: 631-1019

WH:me

9807

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-81

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Union

Project Number
IR-84-6(8)254

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 34,650	$ 43,110
Federal funds	$ 31,954	$ 39,756
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1984

FEDERAL AID PROJECT NO. IR-84-6(8)254

GRANDE RONDE RIVER (UPPER PERRY) BRIDGE.
OLD OREGON TRAIL HIGHWAY
UNION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
BRIDGE REHABILITATION, BRIDGE NO. 8425A
E. BD. STA. 797+47.10 TO STA. 802+99.92

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flaggers	$ 7.00	200	$ 1,400.00	300	$ 2,100.00	
Temporary Signs	7.00	156	1,092.00	231	1,617.00	
Repair Spalled Concrete (F.A. #1)	----	---	----	All	6,000.00	
	Subtotals		$ 2,492.00		$ 9,717.00	
					Increase	$ 7,225.00
		Subtotal from Project Agreement Estimate of May 15, 1984				30,262.00
					Subtotal	$ 37,487.00
					Engineering	5,623.00
					Total	$ 43,110.00

Length of Project	0.104 mi.
Federal Funds (92.22%)	$ 39,756.00
State Funds	3,354.00
Total	$ 43,110.00

Group 1
Contract No. 9807
Prefix: 631-1961
Prefix: 631-1019
WH:bkb

9807

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-156-157

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

[illegible]-84

State: Oregon
County: Union
Project No.: IR-84-6(8)254

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Grande Ronde River (Upper Perry) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-84	0.1

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$34,650	$31,954

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
for Manager, Program Section
(Title)
xx For: H. S. Coulter
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible] 2 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 15, 1984

FEDERAL AID PROJECT NO. IR-84-6(8)254

GRANDE RONDE RIVER (UPPER PERRY) BR. SECTION
OLD OREGON TRAIL HIGHWAY
UNION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
BRIDGE REHABILITATION, BRIDGE NO. 8425A E. Bd. Sta. 797+47.10+0
Sta. 802+99.92

Mobilization		All Required		$ 3,000.00
Temporary Protection and Direction of Traffic		All Required		1,600.00
Temporary Signs	156	Sq. Ft.	7.00	1,092.00
Temporary Barricades	7	Each	50.00	350.00
Temporary Plastic Safety Markers	20	Each	40.00	800.00
Sequential Arrow Sign	1	Each	3,300.00	3,300.00
Flaggers	200	Hour	7.00	1,400.00
Structure Excavation	27	Cu. Yd.	20.00	540.00
Structural Concrete, Class 3300 (20 C.Y. @ $350)($1,000 False Work)($500 Cleaning)		All Required		10,000.00
Remove and Replace Compression Joint Seals	112	Lin. Ft.	15.00	1,680.00
Reinforcement (1,650 Lbs. @ $.56)		All Required		1,500.00
Removal of Joint Filler		All Required		5,000.00
		SUBTOTAL		$ 30,262.00
		Engineering		4,388.00
		TOTAL		$ 34,650.00

Length of Structure ------------- 0.104 mi.

Federal Funds (92.22%) ----------	$31,954.00
State Funds ---------------------	2,696.00
TOTAL	$34,650.00

Group 1: 100%
Contract No. 9807
Prefix: 631-1961
Prefix: 631-1019

RDS:pf

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON 5

DATE: December 6, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Grand Ronde River (Upper Perry) Bridge Section
Old Oregon Trail Highway, Union County
Contract No. 9807

This federal aid bridge repair project has been completed and it is now apparent that the final cost will exceed the project authorization by $12,000 or 29 percent. An increase in authorization was approved at the meeting of July 31, 1984 to cover costs of work required to repair spalls and grout cracks.

The primary reason for the current overrun is an increased amount of the work required on the above-cited grouting work. The extent of damage that required repair was seriously underestimated when the work order was written due to the difficulty of determining the magnitude of the damage. This work exceeded the estimated cost by $9,200.

The cost of providing flaggers for safety of the traveling public exceeded the amount provided by $1,100. The construction engineering overran somewhat because of the cost of properly monitoring, inspecting and documenting the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $12,000.00 to a new total of $52,649.99. This matter will be on the consent calendar for the December 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 6, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Grand Ronde River (Upper Perry) Bridge Section
Old Oregon Trail Highway, Union County
Contract No. 9807

This federal aid bridge repair project has been completed and it is now apparent that the final cost will exceed the project authorization by $12,000 or 29 percent. An increase in authorization was approved at the meeting of July 31, 1984 to cover costs of work required to repair spalls and grout cracks.

The primary reason for the current overrun is an increased amount of the work required on the above-cited grouting work. The extent of damage that required repair was seriously underestimated when the work order was written due to the difficulty of determining the magnitude of the damage. This work exceeded the estimated cost by $9,200.

The cost of providing flaggers for safety of the traveling public exceeded the amount provided by $1,100. The construction engineering overran somewhat because of the cost of properly monitoring, inspecting and documenting the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $12,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
J. A. Schlieski
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO
FOR

NOTED
W. E. SCHWARTZ

81-125-1387

G[illegible]

Final Report # 24

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Grande Ronde River (Upper Perry) Bridge	WEEK ENDING Nov. 10, 1984
		SECTION PREFIX 631-1019
	HIGHWAY Old Oregon Trail	COUNTY Union
NAME OF JOB	KIND OF WORK Structural Repair	
CONTRACTOR Weaver Construction Co.	CONTRACT NUMBER 9807	FEDERAL AID PROJECT NUMBER IR-84-6(8)254
DATE OF CONTRACT May 4, 1984	DATE WORK STARTED May 29, 1984	ESTIMATED COMPLETION DATE August 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 82
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 91
PROJECT AUTHORIZATION: $ 40,649.99		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 37,623.79	ENGINEERING AUTHORIZATION $ 3,026.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 37,623.79	ENGINEERING COST TO DATE $ 5,075.98	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 168%	August 15, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK: 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		0		
MONDAY 5		0		
TUESDAY 6		0		
WEDNESDAY 7		0		
THURSDAY 8		0		
FRIDAY 9		0		
SATURDAY 10		0		

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[illegible] 1984
CONSTRUCTION SECTION
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FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	
MONDAY 5	No Activity This Week
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	

REMARKS

Completion Date 8/15/84

Submit semifinal records 11/12/84.

Final Report

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

4077

DATE: July 20, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Grand Ronde River (Upper Perry) Bridge
Old Oregon Trail Highway, Union County
Contract No. 9807

This federal-aid bridge repair project is approximately 25 percent finished with completion anticipated in August, 1984, and it is now apparent that the final cost will exceed the project authorization by $6,000 or 17.3 percent.

The overrun is due to extra work required to repair spalls and grout cracks in the structure. The presence of the cracks was known prior to award of the contract but the extent of the work required was not discernable at that time, so it was left an anticipated item. Howevers, funds were not provided in the project authorization for this work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $6,000 to a new total of $40,649.99. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July19, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
Grand Ronde River (Upper Perry) Bridge Section
Old Oregon Trail Highway, Union County
Contract No. 9807

This federal aid bridge repair project is approximately 25 percent finished with completion anticipated in August, 1984, and it is now apparent that the final cost will exceed the project authorization by $6,000.00 or 17.3 percent.

The overrun is due to extra work required to repair spalls and grout cracks in the structure. The presence of the cracks was known prior to award of the contract but the extent of the work required was not discernable at that time, so it was left as an anticipated item. Funds were, however, not provided in the project authorization for this work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $6,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
J. A. Schlieski
B. M. Walton
W. F. Cobine

81-125-1307

Contains Recycled Materials

SC
U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT cc: OSHD (Coulter)

RECEIVED
STATE HWY ENGR
JUN 19 '84
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

eg 6/20

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon

IN COMPANY WITH
J. Schlieski, Project Manager, OSHD

DATE OF INSPECTION June 7, 1984	INSPECTION MADE BY David B. Carter, Area Engr	PROJECT NO. IR-84-6(8)254

Original Signed by
D. B. Carter
Area Engr.

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 26 %	WORK COMPLETED 18 %

NOTED
W. E. SCHWARTZ

Grande Ronde (Upper Perry) Br. Section
Old Oregon Trail
Bridge Repair

This project includes the repair to the east bound structure at Bent NO. 4.

Work Completed

The excavation and forming for the Bent No.4 wall is nearly completed.

Work in Progress

Completing forms for the Bent NO. 4 wall.

Comments

The south column at the east abutment (Bent NO. 5) has been exposed as a result of the work at Bent NO. 4. It appears that some damage may have also occurred at Bent NO. 5. Mr. Schlieski indicated that the columns at the abutment will be further exposed to ascertain the amount of damage at this location.

The Bent NO.4 concrete pour may be delayed pending receipt of an approved mix design.

Form FHWA-1446A
(Rev. 2-84)
(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

9807

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P

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(8)254

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40038

4/4/84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/4/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

Grande Ronde River (Upper Perry) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Birdge Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig w/ att. to Potter 4/11

13. REMARKS

Mr. Potter's 4/2/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $45,513. Regular Federal-aid matching ratio, appropriation code 044 in amount of $41,972 and increased Federal share (P.L. 97-424 Section 145) appropriation code 04R in amount of $3,541.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9807

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40038
Project No. IR-84-6(8)254
Grande Ronde Riv. (Upper Perry) Bridge Sec.
Old Oregon Trail Hwy. (Meacham Frontage Rd.)
Union County

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1984, and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

Also attached is a copy of an interoffice memo by J. H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:pf
Attachments

cc: R. D. Hector, Region 5
General Files

Form 734-3122

9807

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(6)254

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-20-83

4. PROGRAM NO.

5. ITEM NO. 40038

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Engineer, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-20-83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

GRANDE RONDE RIVER (UPPER PERRY) BRIDGE #8425E

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str. repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $27,000; FF $24,900

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 17, 1983

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CY
10/26

14. DATE 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7

1-S

PROJE(PROSPECTUS
PART 4 — SURVEY AUTHORITY

Union Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Grande Ronde River (Upper Perry #8425E) Bridge
Old Oregon [illegible]

REGION
5

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
631-1961

DATE
[illegible]

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		7,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		300	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 27,000
PREVIOUS AUTHORIZATION	$	
ADD. AUTH. REQUIRED	$	

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-84-6(6)254

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/14/83
RECOMMENDED, REGION ENGINEER X	DATE 9-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 10-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

PART 1 - ROJECT REQUEST GRRODD1

[redacted] 01254

Grande Ronde River (Upper Perry, #8425E) Bridge	REGION 5

6	HIGHWAY NAME Old Oregon Trail	MILE POST FROM 256.18 TO	LENGTH

☐ URBAN ☒ RURAL	CITY	COUNTY Union	ROAD/STREET NAME
OUTE # I-84	FEDERAL AID # FAI 84	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
RELIMINARY ENGINEERING	$ 30		GRADING (✓)		FILES (#)	
IGHT OF WAY	$		PAVING (✓)		ACRES (#)	
OADWAY	$		STRUCTURES (✓)	X	RELOCATIONS (#)	
TRUCTURES	$ 357		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
IGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
LLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
EMPORARY PROTECTION	$ 32				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
% ENGINEERING CONTINGENCIES	$ 156		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
OTAL CONSTRUCTION		$ 545	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
OTAL ESTIMATE		$ 575				

INANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/83	RECOMMENDED FUNDING SOURCE FAI - 4R	RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
TRUCTURES (#)	1	1
IGNALS (#)		
IKE PATH (Y/N)	N	N
VERAGE AILY TRAFFIC	5350	
EAR OF AVERAGE AILY TRAFFIC	1982	

DEFINE THE PROBLEM

Foundation of structure has deteriorated resulting in severe stress throughout structure, resulting in sufficiency rating of 18.4. Temporary repairs have been accomplished to keep structure in service.

PROPOSED SOLUTION

Jack structure into proper position, repair substructure, superstructure and repair deck as necessary.

REQUESTED, REGION ENGINEER	DATE 12/29/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE

~~road correction~~

APPROVED, ASST HWY ENG FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 1985	FUNDING 4-UR

PART 1 - PROJECT REQUEST (Cont)

Grande Ronde River (Upper Perry #8425E) Bridge

REGION
5

PROJECT JUSTIFICATION

This structure was constructed in 1961 as a part of the Interstate System. Problems of this structure were first noted during bridge inspections of 1972.

Major deck repairs (Dow method) with 1 inch ACWs and installation of concrete median barrier in 1975.

Close monitoring of the structure has been accomplished since 1972. Deterioration of substructure and superstructure has continued. The major problem appears to be settlement of bent 4 which is presenting undue stress throughout structure. Timber shoring was placed in 1978 as temporary repair. Inspection of 12/3/82 shows timber sill has split.

This project meets the criteria necessary for use of 4R funds and meets the Division's goal of preserving and maintaining the existing highway system.

Early approval and programming of this project is requested to prevent further deterioration of this structure.

ADMINISTRATION RECOMMENDATION

Prog 84

PROJE(PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Grande Ronde River (Upper Perry #8425E) Bridge	KEY ID # 1254 REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED	DESIGN STANDARDS
70	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12	12	8	12	12		10				
				10		12	12	8	12	12		10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

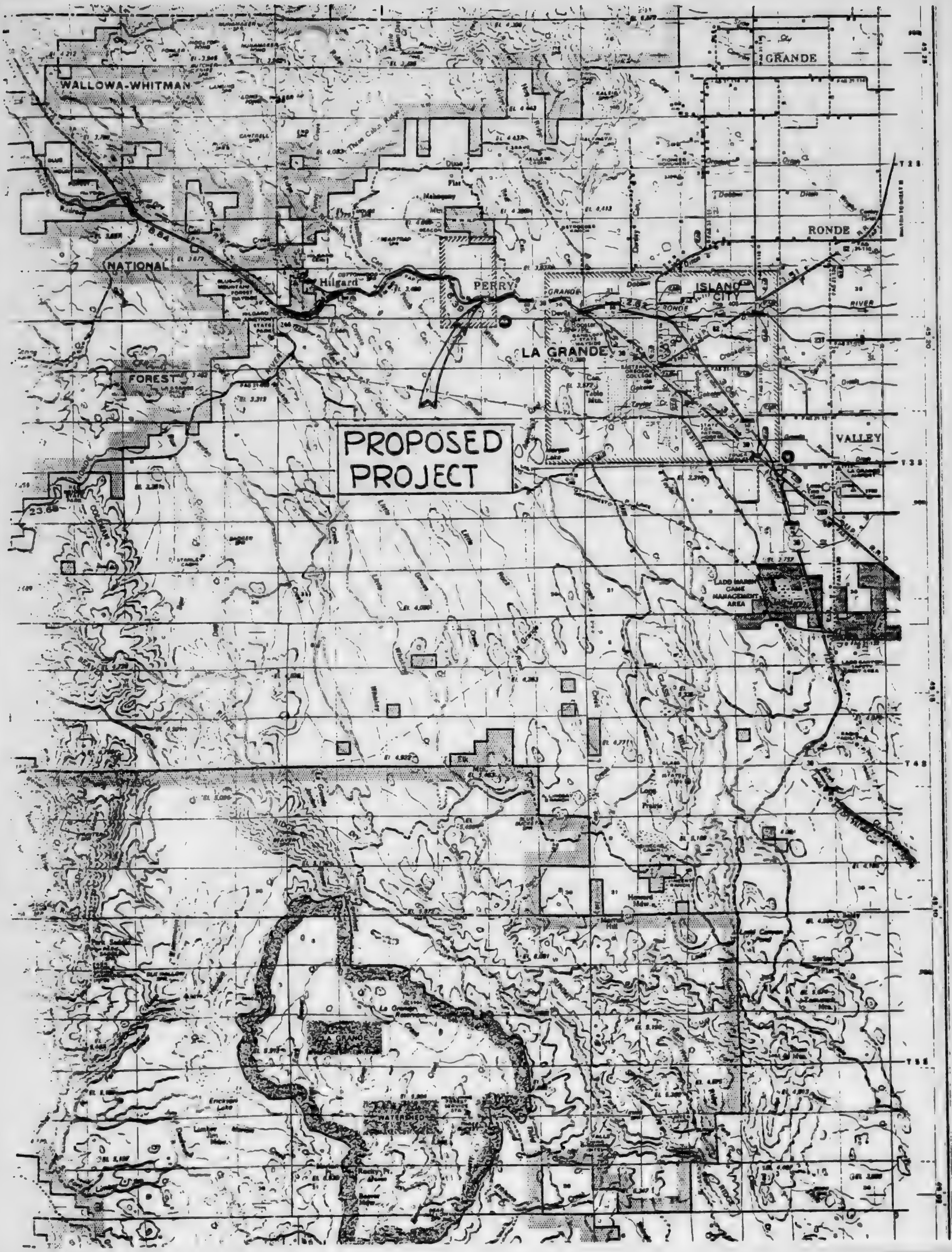
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	REPAIR		357,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


WALLOWA-WHITMAN
NATIONAL
FOREST
GRANDE
RONDE
VALLEY
RIVER
Hilgard
PERRY
ISLAND CITY
LA GRANDE
EASTERN OREGON COLLEGE
PROPOSED PROJECT
LADD MARSH GAME MANAGEMENT AREA
T2S
T3S
T4S
T5S

1984 Harney Co. Flood Repair 9808
Sec, Frenchglen & Steens Hwys.
(gr, surf, & Strs) #2

9/01

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 21, 1989

In Reply Refer to
File No.:
PRO 6-2

Copy
10,742

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Project Data Change
Item No. ER-3
Project No. ER-330(3)
Harney County Flood Repair Sections
Frenchglen Highway and County Roads
Harney County

I request your approval of a project data change on the subject project to include the following:

1) Change the stationing on the Frenchglen Highway portion to read: Sta. 395+00 to Sta. 72+00, for an increase in length from 4.67 miles to 5.52 miles.
2) Joint finance the subject project utilizing Appn Code 075 funds, as Project No. RS-171(4), Item No. 89003.
3) Include the name, "Wrights Point-Narrows", as the project name for the Frenchglen Highway portion of the project.

Enclosed is a copy of the revised project agreement estimate for the added work.

RDF:pf
Enclosures

cc: R. D. Hector, Region 5
Fred Gustafson, Roadway Section
General Files

Form 734-3122 (1-87)

9808

KASLER CORPORATION

GENERAL ENGINEERING CONTRACTORS

July 6, 1987

RECEIVED
STAT. HWY ENGR
JUL 8 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1 RDE Dor
FDE
FDS
2 SE
3 LE
LFE
LFS
PDE
PDS

RECEIVED
JUL 09 1987
ROAD DESIGN SECTION

BPM
LPC
LA
LDS
RWD
LLC
HE
GTE
OFFICE

Department of Transportation
State Transportation Building
Salem, OR 97310

Attention: Claims Review Board
Robert Pool
J. Bruce Boyd
Robert Reyer

Subject: Claims Review Board - June 30, 1987
North Powder - Baldock Slough
Contract No. 9808

Gentlemen:

Thank you for the opportunity for Kasler Corporation to meet with you and other representatives of the Oregon State Highway Department on Tuesday, June 30, 1987.

Dave Clayton, Gene Boisvert and I were very impressed with the professionalism and efficiency of your Claims Review Board. Without embroiling ourselves with legal issues and technicalities, you were able to address and elicit engineering construction facts and interpertation as the men in the field perceived them. Essentially we felt that both parties were generally in agreement on factual issues. Certainly, we would not have convened if there were not differences of opinion on what the Contract required of both the Contractor and the Oregon State Highway Department.

Kasler is most anxious to conclude these long overdue portions of our contract and settle all claims without resorting to legal action.

RECEIVED
DOT DIRECTOR
JUL 08 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Corporate Headquarters:
27400 EAST FIFTH STREET
HIGHLAND, CALIFORNIA 92346
Telephone (714) 884-4811

Mailing Address:
P.O. BOX 387
SAN BERNARDINO, CALIFORNIA 92402
Lic. No. 204763

Please contact us if you need any additional information or have further inquiries into our request for consideration for reimbursement for excess costs of replacement of concrete under circumstances that we felt was removed from our control.

Very truly yours,

ERFerguson

E. R. Ferguson
President

ERF:br
cc: Joe Schlieski

March 30, 1987

CON 5 - #9808

United Pacific Insurance Co.
P.O. Box 7427
Boise, ID 83707

A post-final payment for $56,632.54 will be made to Weaver Construction Co. on Contract No. 9808 for work on the Harney County Flood Repair Section of the Steens & Frenchglen Highways in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,233,634.17 including the post-final payment. Of the total, $533,499.00 is for force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9808

January 15, 1987

CON 5 - #9808

United Pacific Insurance Co.
P.O. Box 7427
Boise, ID 83707

On December 31, 1986, we wrote to you concerning release of final payment on Contract No. 9808 awarded to Weaver Construction Co. for work on the Harney County Flood Repair Section of the Steens & Frenchglen Highways in Harney County.

Final payment on this contract is $55,751.30 and the total contract amount is $2,686,021.01, including $533,499.00 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9808

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9808

TO: Commission Services

DATE: December 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9808 , On Site Work Substantially Completed January 23, 1985
All Work Completed	May 27, 1986
Project	Harney County Flood Repair
Highway	Steens, Frenchglen Highways & County Roads
County	Harney
Type of Work	Grading, Surfacing and Structures
Contractor	Weaver Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-31-86 - Surety letter written.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9808

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Harney County Flood Repair

WEEK ENDING: July 26, 1986

SECTION PREFIX: C09808

HIGHWAY: Steens & Frenchglen

COUNTY: Harney

NAME OF JOB:

KIND OF WORK: Grading, Paving, Structures

CONTRACTOR: Weaver Construction Co.

CONTRACT NUMBER: 9808

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: May 9, 1984

DATE WORK STARTED: May 14, 1984

ESTIMATED COMPLETION DATE: February 1, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 2,850,258*

SPECIFIED COMPLETION DATE: January 15, 1985

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 2,639,985

ENGINEERING AUTHORIZATION: $ 210,274*

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,720,450

ENGINEERING COST TO DATE: $ 217,172

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3 %

PERCENT OF AUTHORIZATION: 103 %

DATE PROJECT WAS COMPLETED: February 1, 1985

* Revised authorization approved by Highway Commission, 11-20-84.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	CRUSHED MAT'L PROD	RIPRAP	
	100	100			100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.70	9.70		9.70	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.70	9.70		9.70	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	106,000cy	3,000cy	3,000cy	71,000cy	
TOTAL QUANTITIES CORRECTED TO DATE	233,112cy	10,494cy	17,000cy	91,397cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	233,112cy	10,494cy	17,000cy	91,397cy	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3595A	6751A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20		0		
MONDAY 21		0		
TUESDAY 22		0		
WEDNESDAY 23		0		
THURSDAY 24		0		
FRIDAY 25		0		
SATURDAY 26		0		

CONTR. NO: 9808 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: July 26, 1986

20 SUNDAY	No activity.
21 MONDAY	No activity.
22 TUESDAY	No activity.
23 WEDNESDAY	No activity.
24 THURSDAY	No activity.
25 FRIDAY	No activity.
26 SATURDAY	No activity.

REMARKS

Semi-final was submitted on July 24, 1986.
FINAL REPORT.

SIGNED Ken Hilton LOCATION Ontario
H.E. Shaw, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CL1986-0245

78.08

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 15 1986
BARBARA ROBERTS
SECRETARY OF STATE

July 14, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9808

Gillingham Const., Inc.
P.O. Box 7453
Boise, ID 83707

We have received your Notice of claim dated June 10, 1986, against the following Highway Division contract:

FILED BY:	Gillingham Const., Inc.
AMOUNT:	$533,050.49 plus interest and costs
FOR:	Labor, materials and equipment
AGAINST (PRIME CONTRACTOR):	Weaver Construction Co.
CONTRACT NO:	9808
PROJECT:	Harney County Flood Repair Section, Steens and Frenchglen Highways, Harney County
SURETIES:	United Pacific Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P.O. Box 7427
Boise, ID 83707

RECEIVED
JUL 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
7-16-86 cc

NOTICE OF CLAIM

TO: SECRETARY OF STATE, STATE OF OREGON
AND
ROBERT W. GORMSEN, COMMISSION SERVICES
OREGON STATE HIGHWAY DIVISION
DEPARTMENT OF TRANSPORTATION

PURSUANT TO ORS SECTION 279.526 AND SECTION 279.528, Notice is hereby given that the undersigned, Gillingham Const., Inc., has a claim for labor, materials and equipment, including the hauling and placement of cinders and rock, grading, and other excavation work, furnished by it, in the sum of $533,050.49 plus interest and costs against the bond taken from Weaver Construction Company, for the work of the Harney County Flood Repair, Steens &Frenchglen Highway Project, Contract No. 9808.

Larry Gillingham
President, Gillingham Const., Inc.
June 10, 1986

copy to: Herb Shaw, Region Engineer
802 E. Idaho Avenue
Ontario, Oregon 97914

Robert Hector, Region Engineer
2111 Adams Avenue
LaGrande, Oregon 97850

Weaver Construction Company
P.O. Box 428
LaGrande, OR 97850

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0228

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 09 1985
BARBARA ROBERTS
SECRETARY OF STATE

December 9, 1985

In Reply Refer To File No.: CON 5
#9808

Gillingham Const.
P. O. Box 7453
Boise, ID 83707

Attn: Larry Gillingham

This will acknowledge your letter of November 16, 1985, with attached Notice of Claim against the following Highway Division contract:

FILED BY:	Gillingham Construction Co., Inc.
AMOUNT:	$533,050.49
FOR:	Labor, materials and equipment
AGAINST (Prime contractor):	Weaver Construction Co.
CONTRACT NO.:	9808
PROJECT:	Harney County Flood Repair Steens and Frenchglen Highways, Harney County
SURETY:	United Pacific Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
2-18-86 cc

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GILLINGHAM CONST., INC.
P.O. BOX 7453
BOISE, IDAHO 83707
208-342-0444

November 16, 1985

CERTIFIED MAIL
RETURNED RECEIPT REQUESTED

Robert W. Gormsen
Commission Services
121 Transportation Building
Salem, OR 97310

RE: Oregon Highway District Contract #9808
Harney County Flood Repair

Dear Mr. Gormsen,

Enclosed is a Notice of Claim against the bond for Weaver Construction Company in the above referenced job.

We have been trying to settle the amount due to us on this contract for several months, with little progress. Therefore we feel it necessary to follow through with this claim.

Thank you.

Sincerely,

Larry Gillingham

Larry Gillingham
President

Enclosures: original and one copy of claim

Certified Copies to: Herb Shaw, Ontario office Highway Engineer
Robert Hector, LaGrande office Highway Engineer

RECEIVED
NOV 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: SECRETARY OF STATE, STATE OF OREGON;
and
ROBERT W. GORMSEN, COMMISSION SEVICES,
OREGON STATE HIGHWAY DIVISION,
DEPARTMENT OF TRANSPORTATION.

PURSUANT TO ORS § 279.526 and § 279.528, Notice is hereby given that the undersigned Gillingham Construction Company, Inc., has a claim for labor, materials and equipment, including the hauling and placement of cinders, grating and other excavation work, furnished by it, in the sum of $533,050.49 against the bond taken from Weaver Construction Co., an Oregon corporation, and United Pacific Insurance Company, for the work of the Harney County Flood Repair, Steens & Frenchglen Highway Project, Contract No. 9808.

Larry Gillingham
Larry Gillingham
President, Gillingham Construction Company, Inc.

cc: Herb Shaw, Region Engineer
802 E. Idaho Avenue
Ontario, Oregon 97914

Robert Hector, Region Engineer
2111 Adams Avenue
P.O. Box 850
LaGrande, Oregon 97850

RECEIVED
NOV 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

- 9808

N

September 23, 1985

COM 5
#9808

Bureau of Labor and Industries
1400 S.W. 5th Avenue
Portland, OR 97201

Attn: Paul R. Tiffany, Administrator
Wage and Hour Division

Thank you for your letter of September 11, 1985, advising us that the Bureau of Labor and Industries is withdrawing its claim of September 13, 1984, against the bond for work performed by Gillingham Construction, Inc.

This was in connection to the Weaver Construction Co., Contract No. 9808 for work on the Harney County Flood Repair Project in Harney County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

United Pacific Ins. Co.
P.O. Box 7427
Boise, ID 83707

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: John Widmer
Bryant Jackmond

bbc: Secretary of State. Filed 10-23-84 #CL84-206

NOTED ON CARD
9-23-85 ac

FKN:arc

STATE OF OREGON 1859

BUREAU OF LABOR AND INDUSTRIES
Mary Roberts, Commissioner

Portland Office
telephone: 229-5750

September 11, 1985

TO THE CONTRACTING AGENT OF
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Re: Notice of claim/your contract #9808 dated May 9, 1984
Performance bond number U538095

Dear Contracting Agent:

Please be advised that the Bureau of Labor and Industries hereby withdraws its claim of September 13, 1984 against the above-referenced bond for work performed on the contract by Gillingham Construction, Inc.

This action does not preclude individuals from taking further private action in the matter.

If you have any questions, please contact this office.

Sincerely,

Paul R. Tiffany

Paul R. Tiffany, Administrator
Wage and Hour Division

cc: United Pacific Insurance Company
Weaver Construction Company
Gillingham Construction, Inc.

RECEIVED
STATE HWY ENGR
SEP 13 '85
REFER TO -
Commission Serv.
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cy 9-13
Sollis
File

PORTLAND
1400 SW. 5th Avenue
Portland, Oregon 97201

SALEM
555 13th Street NE.
Salem, Oregon 97310

EUGENE
165 E. 7th Street, Suite 220
Eugene, Oregon 97401

MEDFORD
712 Cardley Avenue
Medford, Oregon 97504

COOS BAY
455 Elrod Street, Room 7
Coos Bay, Oregon 97420

BEND
1230 NE. Third, Suite A244
Bend, Oregon 97701

PENDLETON
700 SE. Emigrant, Suite 240
Pendleton, Oregon 97801

STATE OF OREGON
1859

BUREAU OF LABOR AND INDUSTRIES
Mary Roberts, Commissioner

Portland Office
telephone: 229-5750

September 11, 1985

Larry Gillingham, President
Gillingham Construction, Inc.
P.O. Box 7453
Boise, ID 83707

Re: Harney County Flood Repair/Department of Transportation, Highway Division Contract #9808

Dear Mr. Gillingham:

Compliance Specialist June Miller has advised me that she has completed an investigation regarding work performed by your company on the above-referenced contract.

Please find attached a letter to the contracting agent of the Department of Transportation, Highway Division, withdrawing the Bureau's claim against the bond for subject contract.

Ms. Miller's investigation indicates a failure to pay the prevailing wage rate to certain workers employed on the contract. The Prevailing Wage Rate Law (ORS 279.348 to 279.363) allows the Commissioner of the Bureau of Labor and Industries to place contractors or subcontractors who intentionally fail or refuse to pay the prevailing wage rate on a list of persons ineligible to receive public works contracts (see ORS 279.361). Persons on this list may not receive a contract or subcontract for a public work for up to three years.

This will advise you that the Bureau of Labor and Industries will consider taking action to place Gillingham Construction, Inc. and any business in which you have a financial interest, on the List of Ineligibles should you or your company be found to have failed or refused to pay the prevailing wage rate in the future. If you have any questions, please let me know.

Sincerely,

Paul R. Tiffany

Paul R. Tiffany
Administrator
Wage and Hour Division

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: ✓Department of Transportation, Highway Division

PORTLAND
1400 SW. 5th Avenue
Portland, Oregon 97201

SALEM
555 13th Street NE.
Salem, Oregon 97310

EUGENE
165 E. 7th Street, Suite 220
Eugene, Oregon 97401

MEDFORD
712 Cardley Avenue
Medford, Oregon 97504

COOS BAY
455 Elrod Street, Room 7
Coos Bay, Oregon 97420

BEND
1230 NE. Third, Suite A244
Bend, Oregon 97701

PENDLETON
700 SE. Emigrant, Suite 240
Pendleton, Oregon 97801

98-8

LAW OFFICES
MEULEMAN & MILLER
CONSTRUCTION LAW CENTER
700 WEST WASHINGTON
POST OFFICE BOX 955
BOISE, IDAHO 83701

WAYNE V MEULEMAN
ROBERT L. MILLER
JAY F. ROSENTHAL
ANTHONY G. HALL
JOEL K. PEARSALL

TELEPHONE
(208) 342-6066

7-7-86
Sent 3rd notific
form dated 5/27/86 —
OK by B. Walton
fran

July 9, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Oregon Public Works Contract No. 9808

Dear Mr. Gormsen:

This will confirm our telephone conversation this morning wherein you consented to send to me a copy of the third notification on the above referenced contract, preliminary to the official final acceptance.

Thank you very much for sending a copy of the Performance Bond to this office. Your assistance is very much appreciated.

Very truly yours,

Anthony G. Hall

Anthony G. Hall

AGH:sfe

RECEIVED
JUL 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REAL ESTATE LAW CONSTRUCTION LAW BUSINESS LAW

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ~~FILES~~ ORIGINAL SIGNED BY W. H. WAKERLIG

DATE: May 29, 1985

FROM: W. H. Wakerlig, P.E.
Program Unit Engineer
Program Section

SUBJECT: Harney County Flood Repair
French Glen and Steens Highways
Harney County

On May 21 I received a phone call from FHWA Assistant Division Administrator Bob Hathaway on the subject project. Hathaway indicated he had received a Congressional inquiry from Representative Bob Smith's office and asked the following questions:

1. What is the amount of Federal ER money expended to date?
2. What is the amount of State money expended to date?
3. What proposed work remains and what is the estimated cost for both Federal ER and State?

We discussed the project and concluded that paving of contract no. 9710 would probably be eligible for Federal ER monies, while paving the larger project in connection with contract no. 9808 outside of the limits of contract no. 9710 would likely not be eligible for Federal ER funding.

It has been determined that both contracts are complete; however, claims prevent determination of a total cost at this time. I reported to Hathaway the total ER money on contract no. 9710 would approach $1,750,000.00 and the total State dollar cost, in connection with contract no. 9808 would be $2.9 million. I further advised that the surfacing for the ER eligible portion of the total project would equal $1.4 million and that the ER ineligible portion, or state funded, would total $750,000.00.

In our second discussion on May 22 I learned that Representative Smith plans to introduce legislation in Congress that would retroactively reimburse Oregon for any expenditure of State funds in connection with these projects.

WHW:pf

cc: Gary A. Potter
Duane Christensen
Bob Hector, Region 5
Bob Hathaway

1 KDE Dou
2 FDE
LE
SE
FPC
PDE
LFE
OTE

RECEIVED
ROAD DESIGN SECTION

81-325-1907

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ed Hunter
Assistant State Highway Engineer

Technical Services Branch

DATE: April 16, 1985

SUBJECT: Harney County Flood Repair Section
Contract No. 9808

As a part of the contract work on the Steens Highway, we constructed a binder course for a wearing surface last fall. It has performed reasonably well over the winter months. It will not last too much longer. The purpose of this note is to request that a hard surface be constructed.

The fills were constructed of pit run cinders, and protected with a geotextile fabric and 18 inches of Class 100 riprap. They have performed well and show no signs of settlement or erosion. The fill top elevation is 4106.0, the lake elevation is about 4102.4 and we expect it to rise to about 4103. We do not believe that fill will be affected by the lake.

I believe that the best course of action would be to use a General Service Contract calling for 1½ inches of machine-placed commercial quality C mix. We can do the work this summer. Dale Hiatt and his people can administer the General Service Contract.

If you need a project request form filled out, let me know.

The work would require 5100 tons of C mix. The price would be about $37.50. Total $200,000.

R. D. Hector
Region Engineer

RDH/lm

CC: Dale Hiatt

APPROVED Ed Hunter
E. Hunter
Date 4-18-85

cc Schwartz
Christensen
Potter
Hector

RECEIVED
STATE HWY ENGR
APR 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9

1

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

Operations Branch

DATE: December 10. 1984

SUBJECT: Harney County Flood Repair Project

This letter is to discuss the cost overrun for the Harney County Flood Repair job #9808.

When this project was being designed in February, 1984, a projected flood elevation of 4101.8 was used. A finished roadbed elevation of 4104.0 was selected at that time for both the Steens Highway and the Frenchglen Highway. By the end of May, the flood elevation was 4102.3 and the projected flood was raised to 4103.0 plus or minus 0.5 foot by July, 1984. Further, we expected no more than one foot of evaporation during the summer.

It must be remembered that it was decided that the Steens Highway had the priority and commitment to keep it open. Based on that, and the projected flood elevations, it was decided in late May to raise the roadbed elevation of the Steens highway to 4106.0. This, of course, lengthened the fills along the relatively flat terrain and increased quantities considerably.

The actual flood elevation was 4102.5 on or about July 6, 1984. Waters have since receded to 4101.2.

The contract plan called for what appeared to be a one year fix (that still appears to be the case). The change on the Steens Highway will be satisfactory for at least one more year and may be enough so that we will not have to go back for further embankment work.

Other additional costs were caused by replacing and repairing fill and riprap lost during the 1983-84 winter storms. The April, 1984 plans were developed on the previous "As constructed" plans and did not recognize winter storm loss.

R. D. Hector
Region Engineer

RDH/lm

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 12 '84
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

For Comm. discussion

1

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CON 5

TO: Bob Hector
Region V Engineer

DATE: **November 27, 1984**

ORIGINAL SIGNED BY
GERALD W. WIMER

FROM: Jerry Wimer
Construction Operations Engineer

SUBJECT: Order For Extra Work # 4
Harney County Flood Repair
Contract # 9808

The season for constructing prime coat is past. The water level next year may warrant some different treatment or elevation than presently anticipated.

With these two constraints in mind, only the work completed to date on the attached order should be approved at this time. That leaves the opportunity to re-evaluate early next construction season:

1) Whether to do something different or
2) Proceed as the order is written.

Postponing the decision also gives the opportunity to:
1) Proceed under an Extra Work Order,
2) Utilize State Forces or
3) Call for new bids.

If you agree please modify the attached order to only the portion completed to date.

Attach.

11274L

cc: W. E. Schwartz ✓

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO
FOR

BUREAU OF LABOR AND INDUSTRIES
Mary Wendy Roberts
Labor Commissioner

November 23, 1984

#9808

Wayne V. Mueleman
Mueleman & Miller
Construction Law Center
P.O. Box 955
Boise, ID 83701

RE: Gillingham Construction Company

Dear Mr. Mueleman:

We are in receipt of your settlement offer for the various wage claimants as referred to in your letter of November 16, 1984.

We are unable to process these checks as settlement offers for the following reasons:

1) Wages due for many of the workers were only computed and requested for periods through August 18, 1984.

2) Oregon law does not require a wage assignment to allow the Commissioner of the Bureau of Labor and Industries to instigate legal action to require payment of wages (ORS 279.355 (4)).

The file, for all workers, is being submitted to our Administrative Office for further legal actions.

Sincerely,

WAGE AND HOUR DIVISION

June Miller

June Miller, Compliance Specialist
Pendleton Office
276-7884

JM:las

cc: John Widmer, Construction Department
Highway Division
1158 Chemeketa St. NE
Salem, OR 97310

RECEIVED
DEC 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.

PORTLAND
1400 SW. 5th Avenue
Portland, Oregon 97201

SALEM
240 Cottage St. SE.
Salem, Oregon 97310

EUGENE
541 Willamette Street #408
Eugene, Oregon 97401

MEDFORD
140 North Grape Street
Medford, Oregon 97501

COOS BAY
455 Elrod Street, Room 7
Coos Bay, Oregon 97420

BEND
1230 NE. Third, Suite A244
Bend, Oregon 97701

PENDLETON
700 S.E. Emigrant
Pendleton, Oregon 97801

cc cont.: Richard Gormenson
Commission Services
1158 Chemeketa St. NE
Salem, OR 97310

Jim Weaver
P.O. Box 588
Union, OR 97883

Rick Young
State of Oregon
Highway Department
Ontario, OR 97914

RECEIVED
DEC 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9/1/ CL 84-238

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim correction on October 23, 1984 claim #84-206.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1984

FILED
NOV 15 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9808

Bureau of Labor & Industries
700 SE Emigrant
Pendleton, OR 97801

Attention: June Miller, Compliance Specialist

Gentlemen or Ladies:

This will acknowledge a copy of your letter dated October 23, 1984, to Wayne Meuleman correcting your letter of September 13, 1984. This letter corrected the total amount due to $84,964.44.

Your letter also files a claim of Darwin Dale Armstrong as follows:

FILED BY:	Darwin Dale Armstrong
AMOUNT:	$2,060.92
FOR:	Wages
AGAINST (Prime Contractor)	Weaver Construction Co.
SUBCONTRACTOR:	Gillingham Construction Co., Inc.
CONTRACT NO.:	9808
PROJECT:	Harney County Flood Repair Project Steens & Frenchglen Highways
SURETY:	United Pacific Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

NOTED ON CARD
12-12-84 kjm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P.O. Box 7427
Boise, ID 83707

United Pacific Insurance Co.
Bond Dept.
33405-8th Ave., S. C-3000
Federal Way, WA 98003

STATE OF OREGON
1859

BUREAU OF LABOR AND INDUSTRIES
Mary Wendy Roberts
Labor Commissioner

October 23, 1984

Wayne Meuleman
Meuleman & Miller
700 W Washington
P.O. Box 955
Boise, ID 83701

CE CAE RECEIVED LS TC
COE OM
CA SA CC
CAM OCT 25 1984 FE
CP MA
CEO CONSTRUCTION SECTION QCS
FILE

RE: Gillingham Construction Company Inc.

Dear Mr. Meuleman:

We have corrected our records to show prevailing wages due on the Harney County Flood Repair Project totaling $42,482.22 gross for the period of 05/23/84 through 08/18/84. This figure reflects the correction for zone pay assessed that was not applicable.

Of course liquidated damages as provided by the law would bring the amount to $ 84,964.44.

We have received a wage claim from Darwin Dale Armstrong as per attached Exhibit A.

As per this wage claim, total wages due are $43,512.68 plus liquidated damages of $43,512.68 for a Total Gross Amount Due of $ 87,025.36.

We have copies of load tickets reflecting your clients trucks hauling 30 yards and 39 yards of materials. This would require payment of Group 7 and/or Group 8 for Gillingham's drivers, not Group 6 as Gillingham has submitted on all wage certifications received in this office.

A corrected dollar figure is due all Gillingham Construction Company Inc., employees for this error.

We have contacted several of the employees regarding their receiving lunch periods in which they were free to sit down, be free of job duties to eat their lunch. Only one employee stated he ever received a lunch break. Because of these statements we can not allow an arbitrary deduction of ½ hour per day per employee for lunch breaks.

Oregon law also requires, as based on a U.S. Supreme Court Decision handed down in 1947, that the EMPLOYER maintain accurate records. Gillingham's records apparently were not maintained to reflect truck service and fueling, any repairs as performed by the drivers, job classification changes when worked other than major classifiction performance.

PORTLAND
1400 SW 5th Avenue
Portland, Oregon 97201

SALEM
240 Cottage St. SE
Salem, Oregon 97310

EUGENE
[illegible]
Eugene, Oregon [illegible]

MEDFORD
140 North Grape Street

COOS BAY
455 [illegible]

BEND

PENDLETON

We are enclosing some of the employees own time records showing variances to the employers hourly record as paid on the prevailing wage certifications. The Group 1 records are used without a wage claim record, and do contain some estimated averaged hours for period of individuals employment. Group 2 is cover by wage claims and, in most cases a time record as kept by claimant. The employers records as furnished under your cover letter dated October 4, 1984, are in a distinct variance with employee time records. Some of the copies of time cards kept by various employees show a different record than time records submitted by Gillingham. Again, the time record shows a written number of hours by employee, changed to something much less by some other handwriting, then another half hour deducted for lunch. See Darwin Ackerland, 06/05/84 as an example. The time card shows 10.5 hours, no lunch. The recap shows 8 straight hours, 1 hour overtime, 1½ hour personal - non project time, which we are unable to accept under our hours worked rule. Oregon Law has no provision for "Miscellaneous Non-Project Hour".

We also need a copy of the employers vacation policy as covering deductions from wages on wage certifications and notated as vacation on pay check deduction slip.

It is imperative we have a copy, in writing, of Gillingham's vacation policy, and when payment is to be made for vacation pay withheld.

Oregon law requires payment of prevailing wage to eligible workers. It contains no provision for deduction of vacation pay, to be rendered at a later date.

Please furnish all above informations to this office within 10 days of the date of this letter. An immediate resolving of these problems must be accomplished and wages be paid or we shall have no alternative but to submit the claims to the Department of Justice with a request of immediate action to collect wages, liquidated damages, and vacation pay withheld.

Sincerely,

WAGE AND HOUR DIVISION

June Miller

June Miller, Compliance Specialist
Pendleton Office
276-7884

JM:las

cc: John Widmer
Gillingham Construction Company Inc.
Department of Transportation
Jim Weaver

EXHIBIT A
Wayne Meuleman
Gillingham Construction Co., Inc.

Darwin Dale Armstrong

Period of Claim: 09/11/84 to 10/01/84
Trade or Occupation Classification: Truck Driver Group 6 . . . Total Earned $ 132.51
Trade or Occupation Classification: Truck Driver Group 8 . . . Total Earned $2464.23

Total Earned All Classifications	$ 2,696.73	
Less Paid	1,800.90	
Wages Owed	$ 895.83	
Vacation Pay Withheld	134.63	
Total Wages Owed	$ 1,030.46	
Plus Liquidated Damages	$ 1,030.46	
TOTAL OWED		$ 2,060.92

RECEIVED
OCT 25 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 5, 1984

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Harney County Flood Repair Section
Steens & Frenchglen Highways, Harney County
Contract No. 9808

This state funded grading, surfacing and structures project is presently 84 percent complete with an anticipated completion of early December of this year. It now appears that the final cost will exceed the project authorization by $1,070,000 or 60.1 percent.

After work on the project began, it became apparent that the roadway elevation needed to be increased because of the rising water level of Harney and Malheur Lakes. Another factor was that material placed by an earlier contract was eroded by wave action which resulted in the need for increased quantities of embankment and riprap.

Due to the increase in the project work, engineering cost will increase in approximately the same proportion or approximately 8 percent of contract work. The increase request also contains just under $12,000 to cover future unanticipated items.

I recommend that the authorization be increased by $1,070,000 to a new total of $2,850,258.50. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller -
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 5, 1984

O-B-Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Harney County Flood Repair Section
Steens & Frenchglen Highways, Harney County
Contract No. 9808

This state funded grading, surfacing and structures project is presently 84 percent complete with an anticipated completion of early December of this year. It now appears that the final cost will exceed the project authorization by $1,070,000 or 60.1 percent.

After work on the project began, it became apparent that the roadway elevation needed to be increased because of the rising water level of Harney and Malheur Lakes. Another factor was that material placed by an earlier contract was eroded by wave action which resulted in the need for increased quantities of embankment and riprap.

Due to the increase in the project work, engineering cost will increase in approximately the same proportion or approximately 8 percent of contract work. The increase request also contains just under $12,000 to cover future unanticipated items.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $1,070,000 for a revised project authorization of $2,850,258.50. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
Barry Hatcher
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
NOV 7 '84
REFER TO
FOR

Info	Inves	N/D	D/R	Sign	Act	File

Contains Recycled Materials

STATE OF OREGON 1859

BUREAU OF LABOR AND INDUSTRIES
Mary Wendy Roberts
Labor Commissioner

Amended Notice of Claim
ADDITIONAL CLAIM
Please add the following additional wage claim information to our letter of September 13, 1984.

October 23, 1984

TO THE CONTRACTING AGENT OF
Department of Transportation
State Highway Division
Transportation Building
Salem, OR 97310

RECEIVED
STAT. HWY ENGR
OCT 26 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

WLS
[illegible]
Cy
10/29

RE: Notice of claim/your contract as Oregon State Highway Division #9808, dated May 9, 1984. Performance Bond Number U538095.

NOTICE IS HEREBY GIVEN that the persons listed below have a claim for labor in the sum of $1,030.46 and $1,030.46 liquidated damages under the provisions of ORS 279.356 for a total of $2,060.92.

The first eighteen (18) claims notated in our letter of September 13, 1984, were computed for Zone 3. The project was only 24.6 miles from Burns, OR leaving no zone pay due. Your records show the previous totals of $48,623.48 in wages, $49,623.48 in liquidated damages, totaling $97,246.96 as per our letter. Please amend these figures to show $43,512.68 in wages, $43,512.68 liquidated damages, for a total of $87,025.36 including the wage claim of Darwin Dale Armstrong.

DARWIN DALE ARMSTRONG

Period of Claim: 09/11/84 to 10/01/84
Trade or Occupation Classification: Truck Driver Gp 6 . . . Total Earned $ 132.51
Trade or Occupation Classification: Truck Driver Gp 8 . . . Total Earned $2464.23

Total Earned All Classifications	$ 2,696.73	
Less Paid	1,800.90	
Wages Owed	$ 895.83	
Vacation Pay Withheld	134.63	
Total Wages Owed	$ 1,030.46	
Plus Liquidated Damages	$ 1,030.46	
TOTAL OWED		$ 2,060.92

PORTLAND
1400 SW. 5th Avenue
Portland, Oregon 97201

SALEM
240 Cottage St. SE.
Salem, Oregon 97310

EUGENE
541 Willamette Street, #408
Eugene, Oregon 97401

MEDFORD
140 North Grape Street

COOS BAY
455 Elrod Street, Room 7

BEND
1230 NE. Third, Suite A244

PENDLETON
700 S.E. Emigrant

It is also anticipated another demand will be made at a later date to cover employee wages working for period of 08/18/84 until Gillingham Construction Company Inc. crew has completed work on job site. We have not received sufficient records to compute the dollar payroll figures at this time.

Dated this 23rd day of October , 1984.

MARY WENDY ROBERTS, Commissioner
Bureau of Labor and Industries

June Miller

June Miller, Compliance Specialist
Wage and Hour Division
Bureau of Labor and Industries

JM:las

cc: John Widmer

1859

BUREAU OF LABOR AND INDUSTRIES
Mary Wendy Roberts
Labor Commissioner

October 23, 1984

Wayne Meuleman
Meuleman & Miller
700 W Washington
P.O. Box 955
Boise, ID 83701

RE: Gillingham Construction Company Inc.

Dear Mr. Meuleman:

We have corrected our records to show prevailing wages due on the Harney County Flood Repair Project totaling $42,482.22 gross for the period of 05/23/84 through 08/18/84. This figure reflects the correction for zone pay assessed that was not applicable.

Of course liquidated damages as provided by the law would bring the amount to $ 84,964.44.

We have received a wage claim from Darwin Dale Armstrong as per attached Exhibit A.

As per this wage claim, total wages due are $43,512.68 plus liquidated damages of $43,512.68 for a Total Gross Amount Due of $ 87,025.36.

We have copies of load tickets reflecting your clients trucks hauling 30 yards and 39 yards of materials. This would require payment of Group 7 and/or Group 8 for Gillingham's drivers, not Group 6 as Gillingham has submitted on all wage certifications received in this office.

A corrected dollar figure is due all Gillingham Construction Company Inc., employees for this error.

We have contacted several of the employees regarding their receiving lunch periods in which they were free to sit down, be free of job duties to eat their lunch. Only one employee stated he ever received a lunch break. Because of these statements we can not allow an arbitrary deduction of ½ hour per day per employee for lunch breaks.

Oregon law also requires, as based on a U.S. Supreme Court Decision handed down in 1947, that the EMPLOYER maintain accurate records. Gillingham's records apparently were not maintained to reflect truck service and fueling, any repairs as performed by the drivers, job classification changes when worked other than major classifiction performance.

PORTLAND
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We are enclosing some of the employees own time records showing variances to the employers hourly record as paid on the prevailing wage certifications. The Group 1 records are used without a wage claim record, and do contain some estimated averaged hours for period of individuals employment. Group 2 is cover by wage claims and, in most cases a time record as kept by claimant. The employers records as furnished under your cover letter dated October 4, 1984, are in a distinct variance with employee time records. Some of the copies of time cards kept by various employees show a different record than time records submitted by Gillingham. Again, the time record shows a written number of hours by employee, changed to something much less by some other handwriting, then another half hour deducted for lunch. See Darwin Ackerland, 06/05/84 as an example. The time card shows 10.5 hours, no lunch. The recap shows 8 straight hours, 1 hour overtime, 1½ hour personal - non project time, which we are unable to accept under our hours worked rule. Oregon Law has no provision for "Miscellaneous Non-Project Hour".

We also need a copy of the employers vacation policy as covering deductions from wages on wage certifications and notated as vacation on pay check deduction slip.

It is imperative we have a copy, in writing, of Gillingham's vacation policy, and when payment is to be made for vacation pay withheld.

Oregon law requires payment of prevailing wage to eligible workers. It contains no provision for deduction of vacation pay, to be rendered at a later date.

Please furnish all above informations to this office within 10 days of the date of this letter. An immediate resolving of these problems must be accomplished and wages be paid or we shall have no alternative but to submit the claims to the Department of Justice with a request of immediate action to collect wages, liquidated damages, and vacation pay withheld.

Sincerely,

WAGE AND HOUR DIVISION

June Miller

June Miller, Compliance Specialist
Pendleton Office
276-7884

JM:las

cc: John Widmer
Gillingham Construction Company Inc.
✓Department of Transportation
Jim Weaver

EXHIBIT A
Wayne Meuleman
Gillingham Construction Co., Inc.

Darwin Dale Armstrong

Period of Claim: 09/11/84 to 10/01/84
Trade or Occupation Classification: Truck Driver Group 6 . . . Total Earned $ 132.51
Trade or Occupation Classification: Truck Driver Group 8 . . . Total Earned $2464.23

Total Earned All Classifications	$ 2,696.73	
Less Paid	1,800.90	
Wages Owed	$ 895.83	
Vacation Pay Withheld	134.63	
Total Wages Owed	$ 1,030.46	
Plus Liquidated Damages	$ 1,030.46	
TOTAL OWED		$ 2,060.92

CL 84-206

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1984

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9808

Bureau of Labor and Industries
700 SE Emigrant
Pendleton, OR 97801

Attention: June Miller
Compliance Specialist

Gentlemen or Ladies:

This will acknowledge your letter of September 13, 1984, filing claims on behalf of the following persons against the below-listed contract:

FILED BY:

Darvin Ray Ackerland	$ 3,486.30
Robert P. Allen	11,926.22
Virgil Armstrong	1,061.12
Joseph P. Bernier	17,236.78
Robert A. Creech	12,425.18
Richard A. Denton	1,936.06
Howard Gibson	848.96
Kirk Z. Huff	12,527.08
Craig Johnson	3,461.66
Richard Kidwell	234.84
Joseph Langenfeld	3,186.56
John Lathim	12,760.18
Raymond R. Lissom	21.58
James Mitchell McNevin, Jr.	5,767.86
John M. Peaslee	2,833.70
Mike Peaslee	4,112.90
Gary Rahl	1,209.30
Dan Taulbee	2,210.68

NOTED ON CARD
11-20-84 kgm

AMOUNT:	$97,246.96 (total)
FOR:	Labor (failure to pay prevailing rate of wage)
AGAINST (Prime contractor)	Weaver Construction Co.
SUBCONTRACTOR:	Gillingham Construction Company, Inc.
CONTRACT NO.:	9808
PROJECT:	Harney County Flood Repair, Steens and Frenchglen Highways
SURETY:	United Pacific Insurance Co.

We will advise the surety and the prime contractor of the receipt of these claims. We will also forward your letter to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when these claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Co.
PO Box 588
Union, OR 97883

United Pacific Insurance Co.
PO Box 7427
Boise, ID 83707

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STAT: HWY ENGR
SEP 17 '84
REFER TO
K. Turner
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAM

1859

BUREAU OF LABOR AND INDUSTRIES
Mary Wendy Roberts
Labor Commissioner

NOTED
KAY TURNER

September 13, 1984

Wage and Hour Division
700 S.E. Emigrant, Box 10
Pendleton, Oregon 97801
Tel: 276-7884

TO THE CONTRACTING AGENT OF
Department of Transportation
State Highway Division
Transportation Building
Salem, Oregon 97310

CE____ CAE____ RECEIVED LS____ TC____
COE____ CM____ SA____ CC____
CA____ SEP 25 1984 FE____
CAM____ MA____
CP____ CONSTRUCTION QCS____
ESO____ SECTION FILE____

Re: Notice of claim/your contract as Oregon
State Highway Division #9808, dated May 9, 1984.
Performance Bond Number U538095.

NOTICE IS HEREBY GIVEN that the persons listed below have a claim for labor in the sum of $48,623.48 wages and $48,623.48 liquidated damages under the provisions of ORS 279.356 for a total claim of $97,246.96.

This claim is against the bond taken from Weaver Construction Company, as principal, and United Pacific Insurance Company, as surety, for the work done on the highway flood control construction of Steens/Frenchglen state highway while employed by Larry Gillingham dba Gillingham Construction Company Inc., and is based on the failure to pay the prevailing rate of wage as required by ORS 279.350.

1) Darvin Ray Ackerland
Period of Claim: From 5/29/84 to 6/9/84
Trade or Occupation Classification: Truck Driver, Group 7, Zone 3

Total Earned	$ 2,267.87	
Less Paid	524.72	
Wages Owed	$ 1,743.15	
Plus Liquidated Damages	1,743.15	
Total Owed		$ 3,486.30

2) Robert P. Allen
Period of Claim: From 5/23/84 to 8/18/84
Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3

Total Earned	$15,992.19	
Less Paid	10,029.08	
Wages Owed	$ 5,963.11	
Plus Liquidated Damages	5,963.11	
Total Owed		$11,926.22

PORTLAND
1400 SW. 5th Avenue
Portland, Oregon 97201

SALEM
240 Cottage St. SE.
Salem, Oregon 97310

EUGENE
541 Willamette Street, #408
Eugene, Oregon 97401

MEDFORD
140 North Grape Street
Medford, Oregon 97501

COOS BAY
455 Elrod Street, Room 7
Coos Bay, Oregon 97420

BEND
1230 NE. Third, Suite A244
Bend, Oregon 97701

PENDLETON
700 S.E. Emigrant
Pendleton, Oregon 97801

3) Virgil Armstrong

Period of Claim: From 8/1/84 to 8/10/84

Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3

Total Earned	$ 1,872.00	
Less Paid	1,341.44	
Wages Owed	$ 530.56	
Plus Liquidated Damages	530.56	
Total Owed		$ 1,061.12

4) Joseph P. Bernier

Period of Claim: From 6/23/84 to 8/18/84

Trade or Occupation Classification: Truck Driver, Group 8, Zone 3

Total Earned	$14,949.00	
Less Paid	6,330.61	
Wages Owed	$ 8,618.39	
Plus Liquidated Damages	8,618.39	
Total Owed		$17,236.78

5) Robert A. Creech

Period of Claim: From 5/23/84 to 7/20/84

Trade or Occupation Classification: Truck Driver, Group 8, Zone 3

Total Earned	$11,267.52	
Less Paid	5,054.93	
Wages Owed	$ 6,212.59	
Plus Liquidated Damages	6,212.59	
Total Owed		$12,425.18

6) Richard A. Denton

Period of Claim: From 5/23/84 to 6/2/84

Trade or Occupation Classification: Truck Driver, Group 7, Zone 3

Total Earned	$ 1,729.68	
Less Paid	761.65	
Wages Owed	968.03	
Plus Liquidated Damages	968.03	
Total Owed		$ 1,936.06

7) Howard Gibson

Period of Claim: From 6/20/84 to 6/26/84

Trade or Occupation Classification: Truck Driver, Group 7, Zone 3

Total Earned	$ 1,090.20	
Less Paid	665.72	
Wages Owed	$ 424.48	
Plus Liquidated Damages	424.48	
Total Owed		$ 848.96

8) Kirk Z. Huff

Period of Claim: From 5/23/84 to 8/18/84

Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3

Total Earned	$15,992.19	
Less Paid	9,728.65	
Wages Owed	6,263.54	
Plus Liquidated Damages	6,263.54	
Total Owed		$12,527.08

9) Craig Johnson
Period of Claim: From 6/4/84 to 7/2/84
Trade or Occupation Classification: Truck Driver, Group 8, Zone 3
Total Earned .... $ 5,095.39
Less Paid 3,364.56
Wages Owed .... $ 1,730.83
Plus Liquidated Damages 1,730.83
Total Owed .... $ 3,461.66

10) Richard Kidwell
Period of Claim: From 8/1/84 to 8/3/84
Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3
Total Earned .... $ 562.74
Less Paid 445.32
Wages Owed .... $ 117.42
Plus Liquidated Damages 117.42
Total Owed .... $ 234.84

11) Joseph Langenfeld
Period of Claim: From 7/12/84 to 8/9/84
Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3
Total Earned .... $ 5,057.64
Less Paid 3,464.36
Wages Owed .... $ 1,593.28
Plus Liquidated Damages 1,593.28
Total Owed .... $ 3,186.56

12) John Lathim
Period of Claim: From 6/4/84 to 8/8/84
Trade or Occupation Classification: Truck Driver, Group 4, Zone 3
Total Earned .... $ 8,396.50
Trade or Occupation Classification: Equipment Operator, Group 6, Zone 3
Total Earned .... $ 162.69
Trade or Occupation Classification: Equipment Operator, Group 10, Zone 3
Total Earned .... $ 159.37
Trade or Occupation Classification: Equipment Operator, Group 7, Zone 3
Total Earned .... $ 871.56
Trade or Occupation Classification: Laborer, Group 2, Zone 3
Total Earned .... $ 224.12
Total Earned - All Classifications
$ 9,814.24
Less Paid 3,434.15
Wages Owed .... $ 6,380.09
Plus Liquidated Damages 6,380.09
Total Owed $12,760.18

13) Raymond R. Lissom
Period of Claim: From 6/27/84 to 6/29/84
Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3
Total Earned .... $ 461.39
Less Paid 450.60
Wages Owed .... $ 10.79
Plus Liquidated Damages 10.79
Total Owed .... $ 21.58

14) James Mitchell McNevin, Jr.
Period of Claim: From 6/22/84 to 8/18/84
Trade or Occupation Classification: Truck Driver, Group 7, Zone 3
Total Earned .... $ 8,496.64
Less Paid 5,612.71
Wages Owed .... $ 2,883.93
Plus Liquidated Damages 2,883.93
Total Owed .... $ 5,767.86

15) John M. Peaslee
Period of Claim: From 5/20/84 to 6/16/84
Trade or Occupation Classification: Truck Driver, Group 7, Zone 3
Total Earned .... $ 4,067.15
Less Paid 2,650.30
Wages Owed .... $ 1,416.85
Plus Liquidated Damages 1,416.85
Total Owed .... $ 2,833.70

16) Mike Peaslee
Period of Claim: From 5/23/84 to 6/16/84

Total Earned .... $ 4,067.15
Less Paid 2,010.70
Wages Owed 2,056.45
Plus Liquidated Damages 2,056.45
Total Owed .... $ 4,112.90

17) Gary Rahl
Period of Claim: From 8/7/84 to 8/17/84
Trade or Occupation Classification: Equipment Operator, Group 9, Zone 3
Total Earned .... $ 1,965.48
Less Paid 1,360.83
Wages Owed 604.65
Plus Liquidated Damages 604.65
Total Owed .... $ 1,209.30

18) Dan Taulbee
Period of Claim: From 7/23/84 to 8/16/84
Trade or Occupation Classification: Truck Driver, Group 7, Zone 3
Total Earned .... $ 2,530.36
Trade or Occupation Classification: Laborer, Group 1, Zone 3
Total Earned .... $ 128.49
Total Earned - All Classifications
$ 3,530.36
Less Paid 2,553.51
Wages Owed .... $ 1,105.34
Plus Liquidated Damages 1,105.34
Total Owed .... $ 2,210.68

It is also anticipated another demand will be made at a later date to cover employee wages working for period of 8/18/84 until Gillingham Construction Company Inc. crew has completed work on job site. We have not received sufficient records to compute the dollar payroll figures at this time.

Dated this 12th day of September, 1984.

MARY WENDY ROBERTS, Commissioner
Bureau of Labor and Industries

June Miller
June Miller, Compliance Specialist
Wage and Hour Division
Bureau of Labor and Industries

JM:sw

cc: John Widmer
Highway Division
1158 Chemeketa Street, N.E.
Salem, Oregon 97310

RECEIVED
SEP 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9808

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: Oregon State Highway Dept.
(Public Agency)
Transportation Building
Salem, Oregon

Date: August 31, 1984

SX05609

TO: Weaver Construction
(Contractor)
P.O. Box 588
Union, Oregon 97883

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish Used PZ-27 Domestic Sheet Pile in 15-16 foot random lengths; 90 pcs @ 15-16' randoms

equipment or materials for a total estimated price of $ 15,000.00

Fifteen thousand dollars

For the building, structure, or other work of improvement located at:

25 miles from Burns
on Highway 78
Burns, Oregon

} Contract # 9808 HS

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Weaver Construction
P.O. Box 588
Union, Oregon 97883

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
SEP 1[illegible] 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp rec.

.. .. 9800

Photo
Take pictures
of Frenchglen

1 Season

NOTED
H.S. COULTER

FUTURE SCENARIOS FOR MALHEUR LAKE
WATER SURFACE ELEVATION

National Weather Service

Northwest River Forecast Center

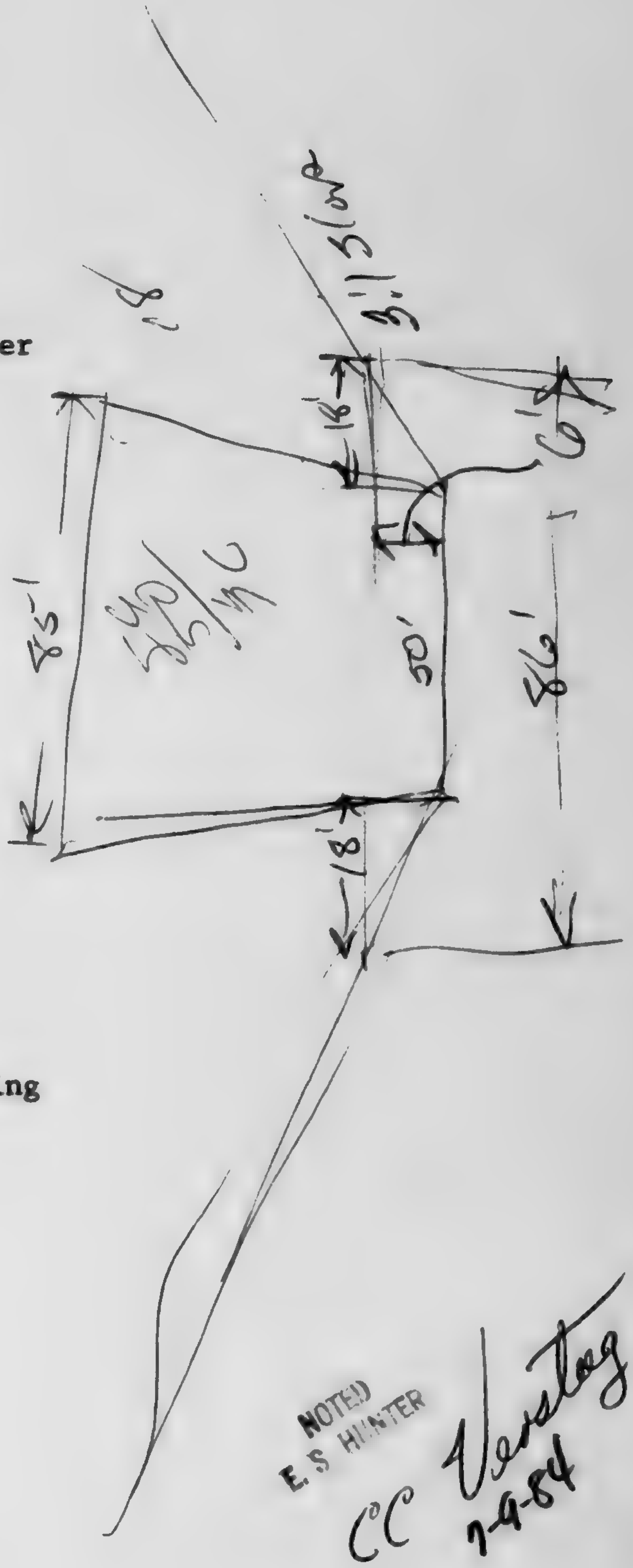
Portland, Oregon

Presented at

Harney County Planning Meeting

Salem, Oregon

July 6, 1984



2/10 2000 AF

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NOTED
E.S HUNTER

CC Verstag
7-9-84

FUTURE SCENARIOS FOR MALHEUR LAKE WATER SURFACE ELEVATION

National Weather Service
Northwest River Forecast Center
Portland, Oregon

CURRENT CONDITIONS

The water surface elevation for Malheur Lake has been considerably above previously observed values for two consecutive years now (Figures 1 and 2). This has been caused by three years of much above average precipitation in the area, leading to abnormally high runoff into the lake. In addition, evaporation during the summer of 1983 was lower than usual, so that the normal drop in the water surface was retarded.

The most recent lake elevation reading is 4102.40, taken on July 2, 1984. The peak occurred during June 19 through 25 at 4102.42. The 1984 runoff to date has been extremely high. The sum of the March-May volumes for the Silvies River near Burns and the Donner und Blitzen River near Frenchglen, the two primary gages that index inflow into Malheur Lake, is 419.4 thousand acre-feet (KAF). This is about 330% of the 1961-1980 average. The March-May volume is about 81% of the March-July volume for the sum of these two rivers. The March-July volume is routinely forecast by the National Weather Service (NWS) in conjunction with the Soil Conservation Service (SCS) and constitutes the portion of the water year runoff that most affects the water level in Malheur Lake. The estimated March-July volume for 1984 is 545 KAF, which is the highest of record and about 350% of the 1961-1980 average.[1/] The historic values for Burns plus Frenchglen March-July runoff are plotted in Figure 3, and a histogram showing the distribution of these runoff values is given in Figure 4.

[1/] The 1961-180 averages are used for water supply forecasting by the NWS and the SCS, and are used in some places in the text. For the Silvies and Donner und Blitzen Rivers, however, these averages are lower than the period of record averages. The period of record average for the March-July runoff for the sum of the two rivers is approximately 182 KAF, as opposed to the 1961-1980 average of approximately 155 KAF.

FUTURE SCENARIOS

Forecast Method

To compute projected water surface elevations for Malheur Lake, a two-step procedure was developed. The lake exhibits an annual cycle of water surface elevation; it usually reaches its yearly maximum elevation sometime during the spring season and reaches its minimum during the month of October. The water year was, then, divided into an accumulation period and a depletion period. The accumulation period was defined as the time from the seasonal minimum to the subsequent maximum elevation, with the depletion period being the time from the seasonal maximum to the subsequent minimum elevation. A compilation of the annual minimum and maximum areas covered by the lake was obtained from the Malheur National Wildlife Refuge for the period 1955-1983. These values were converted to lake elevations using an area-elevation relation developed by Hubbard (1975) and later extended by him and by the Northwest River Forecast Center (Figure 5). The elevations were then converted to lake storage using a storage-elevation relation computed from the area-elevation relation (Figure 6).

For the accumulation period, the 1955-1983 Malheur Lake data described above was used to develop a relation between Burns plus Frenchglen March-July runoff and the change in storage in Malheur Lake from the seasonal minimum to the subsequent maximum (Figure 7). A second-order polynomial was fit to the data, giving $r^2 = 0.92$. The equation is

$$\Delta S = (1.6544 \times 10^{-3})R^2 - (6.0001 \times 10^{-2})R + 16.3049$$

where ΔS = change in Malheur Lake storage and R = Burns plus Frenchglen March-July runoff volume. Using the 1984 peak elevation of 4102.42, the change in storage from the 1983 minimum of 4097.80 is 478.4 KAF. This is plotted on Figure 7 with the estimated runoff of 545 KAF, and it can be seen that the relation predicts 1984 quite well.

For the depletion period, evaporation is the primary mechanism that causes the lake level to drop. Water surface drop from the seasonal maximum to the subsequent minimum was plotted against pan evaporation at the Malheur National Wildlife Refuge headquarters and against the June-September average temperature departure from the 1941-1970 mean at the Burns Weather Service Office. A good relationship was not found, however, suggesting that the lake level drop is a more complex process than can be described via a simple two-variable graphical relation. A more complex relation or model of the depletion period could not be developed here due to time constraints. Statistics characterizing the lake level drop were used in the forecast procedure instead; they are a mean of 1.95 feet, a standard deviation of 1.00 feet, and a range of 0.43 to 4.17 feet for the 1955-1983 period.

Beginning with the 1984 peak elevation of 4102.42, five future scenarios were computed (Figure 8). First, the assumed amount of depletion, in feet, was subtracted from the water surface elevation to obtain the seasonal minimum elevation for the scenario. The storage volume for this elevation was obtained using Figure 6. Figure 7 was then used with the assumed value for Burns plus Frenchglen runoff to obtain the volume added to lake storage during the next accumulation period. The elevation for this storage volume was obtained using Figure 6. This elevation, representing next year's peak for the scenario, was plotted on Figure 8. This process was repeated into the figure using the assumed values of runoff and depletion to obtain the five scenarios shown in Figure 8. The assumptions for each scenario are given below.

"Very Wet" scenario. This assumed that for the next several years, the Burns plus Frenchglen March-July runoff would be 500 KAF and that the lake level drop during the depletion periods would be 0.95 feet (mean minus one standard deviation).[1/] This scenario caused the yearly peaks to continue to rise, reaching the elevation of the Malheur Gap (4112) in 1990.

[1/] This is very nearly the amount of depletion during 1983, which was 1.00 feet.

"3 Wet" scenario. This was computed only for the next three years and assumed that the Burns plus Frenchglen runoff would be 268 KAF (period of record mean plus one standard deviation) and that the depletion would be 0.95 feet each year. This scenario gave an almost steady-state condition for the lake, with only a very slight increase in yearly peak elevations.

"1 Wet, 2 Average" scenario. This also was computed only for the next three years. Burns plus Frenchglen runoff was assumed to be 268 KAF for the first year and 182 KAF (period of record mean) for the following two years. Depletion was assumed to be 0.95 feet for the first year and 1.95 feet (mean) for the next two years. The first year of this scenario (1985) is the same as for the "3 Wet" scenario, but then the peak elevations begin to fall.

"Average" scenario. Mean runoff for Burns plus Frenchglen (182 KAF) and mean depletion (1.95 feet) were assumed for all future years. Figure 8 shows the yearly peaks through 1990, but the computation was carried out farther than this. The yearly maximum and minimum elevations approached equilibrium values of approximately 4093.6 and 4091.7, respectively, in 1994.

"Dry" scenario. This was computed only for the next three years. Burns plus Frenchglen runoff was assumed to be 96 KAF (period of record mean minus one standard deviation), and the depletion was assumed to be 2.95 feet (mean plus one standard deviation) for each year. The yearly peak elevations decrease rapidly for this scenario.

Other considerations

Due to the simplicity of the relations used in the forecast method described above, there may be other important processes affecting the lake elevation that were not taken into account. At present, these can only be evaluated subjectively. A complete analysis of these factors would require a more detailed water-balance model, which is beyond the scope of the present work. Two of these processes are discussed below.

It has been suggested that in 1985 there may be an enhanced runoff effect in the Malheur Lake drainage area because the soils are wet from the above average precipitation in the past three years. This would mean that, for example, even if precipitation in 1985 were average, above average runoff would occur. There is some indication that this could occur, and, in fact, it may be occurring this year. For October-June, the precipitation at the Burns Weather Service Office was 14.86 inches in 1983 but was only 11.65 in 1984, yet greater runoff is occurring in 1984 than in 1983. A cursory examination of precipitation and runoff in past years shows a similar effect in some cases. Time did not allow a more thorough analysis of this effect, but the impact of it would lead one to anticipate greater runoff than would normally be expected for the precipitation that will occur in 1985. So, for example, the peak elevation for 1985 in the "Average" scenario in Figure 8 might occur even if precipitation is below average, and the peak elevation for 1985 in the "3 Wet" or the "1 Wet, 2 Average" scenarios might occur even if precipitation were average.

Another factor that might have a similar effect on the 1985 peak elevation is the effect of direct precipitation on the lake. Now that the lake is much larger than usual, a greater volume of water will be added to the lake from direct precipitation than in the past. Thus, one might expect a greater volume addition to the lake for a given amount of runoff than has been observed in the past when lake levels and runoff volumes were closer to average levels. This would appear in Figure 7 as a point above the curve. So, for example, if runoff in 1985 were average, the increase in lake storage might be greater than predicted by the curve in Figure 7. This effect would make the 1985 peak elevation in the "Average" scenario in Figure 8 a possibility even if runoff were below average, and the 1985 peak elevation in the "3 Wet" or the "1 Wet, 2 Average" scenarios might be possible even if runoff were average.

Likelihood of Scenarios

Objective measures of the probability of each of the scenarios occurring are very difficult to obtain, but subjective indications can be given. An examination of the historic Burns plus Frenchglen runoff data (Figure 3) can give an indication of the probability of continued higher than average runoff. It can be seen that for the period of record, the maximum number of consecutive years that the runoff has been above average is three. Runoff during 1982, 1983, and 1984 has been above average, so there is a good probability that 1985 runoff will be below average. A fourth consecutive year of above average runoff, then, is certainly not beyond the realm of possibility, but it is unlikely.

Certainly, the "Very Wet" scenario is highly unlikely. The assumed Burns plus Frenchglen runoff of 500 KAF is the period of record mean plus 3.7 standard deviations. Runoff of this approximate magnitude has occurred in two consecutive years now, which itself is very unusual, and for this to continue is extremely improbable. The first year of the "3 Wet" scenario is more probable than for the "Very Wet" scenario, but again, it is very unlikely for above average runoff to continue indefinitely. The remaining three scenarios probably have a greater likelihood of occurring than the first two. Remembering the factors discussed in the previous section that might keep the water level higher than historical relationships would suggest, the peak elevation for the "Average" or "Wet" scenarios should be considered to be more likely than the others for 1985.

LITERATURE CITED

Hubbard, Larry L., 1975. Hydrology of Malheur Lake, Harney County, Southeastern Oregon. U.S. Geological Survey (Portland, Oregon), Water Resources Investigations 21-75, 40 pp.

FIGURE 1
MALHEUR LAKE
HISTORIC YEARLY PEAKS
1938 – 1984

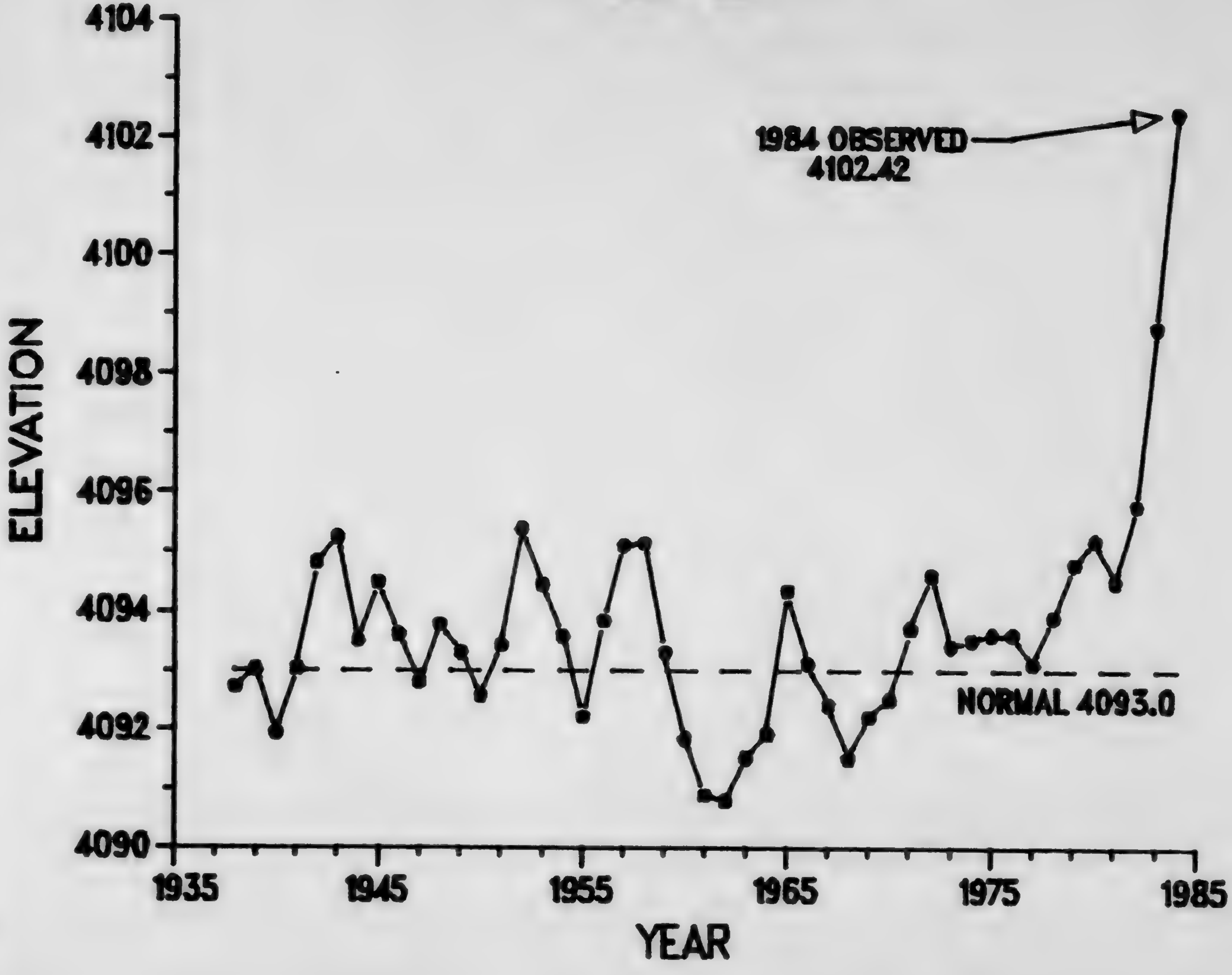
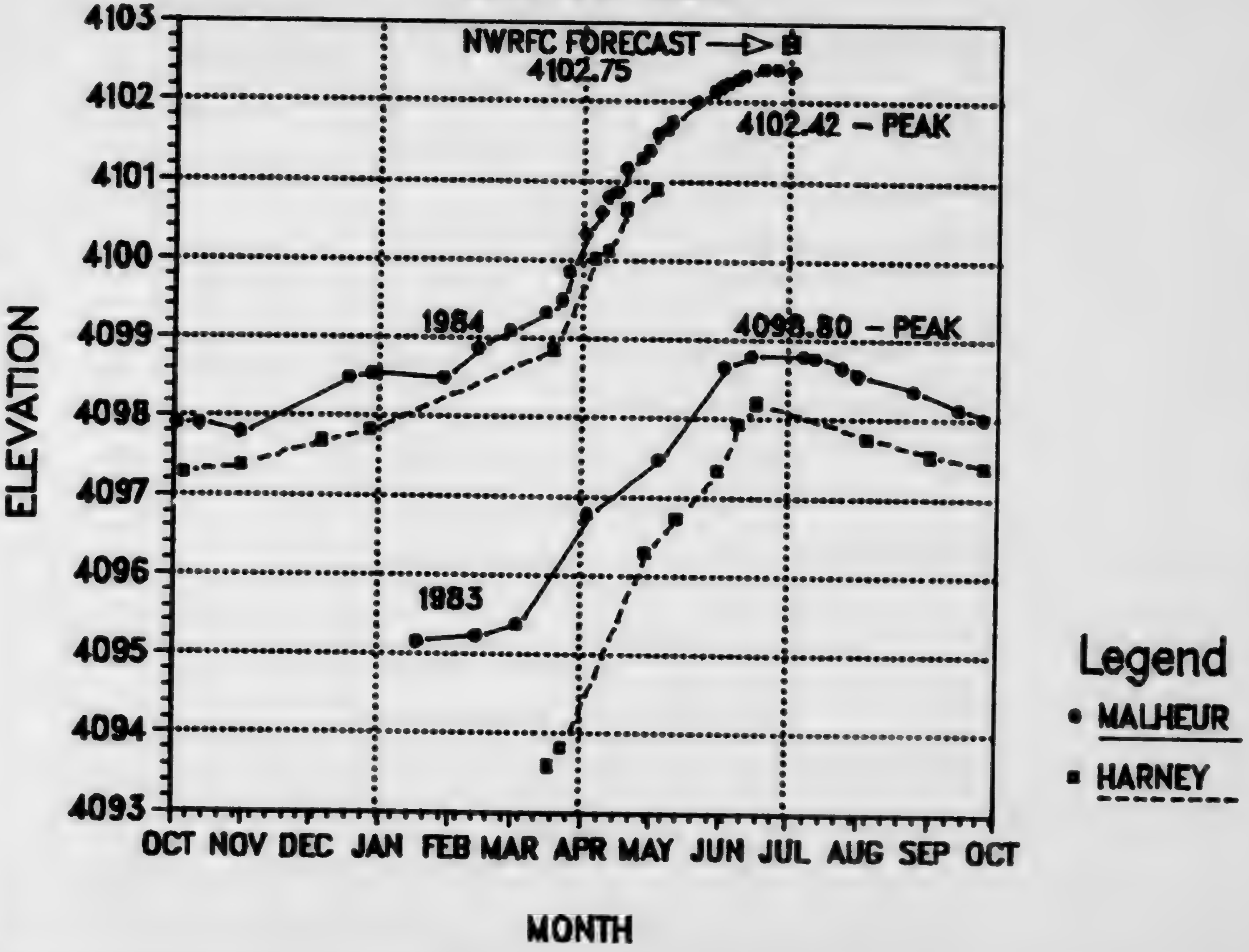


FIGURE 2
MALHEUR LAKE WATER SURFACE ELEVATION
1983 AND 1984



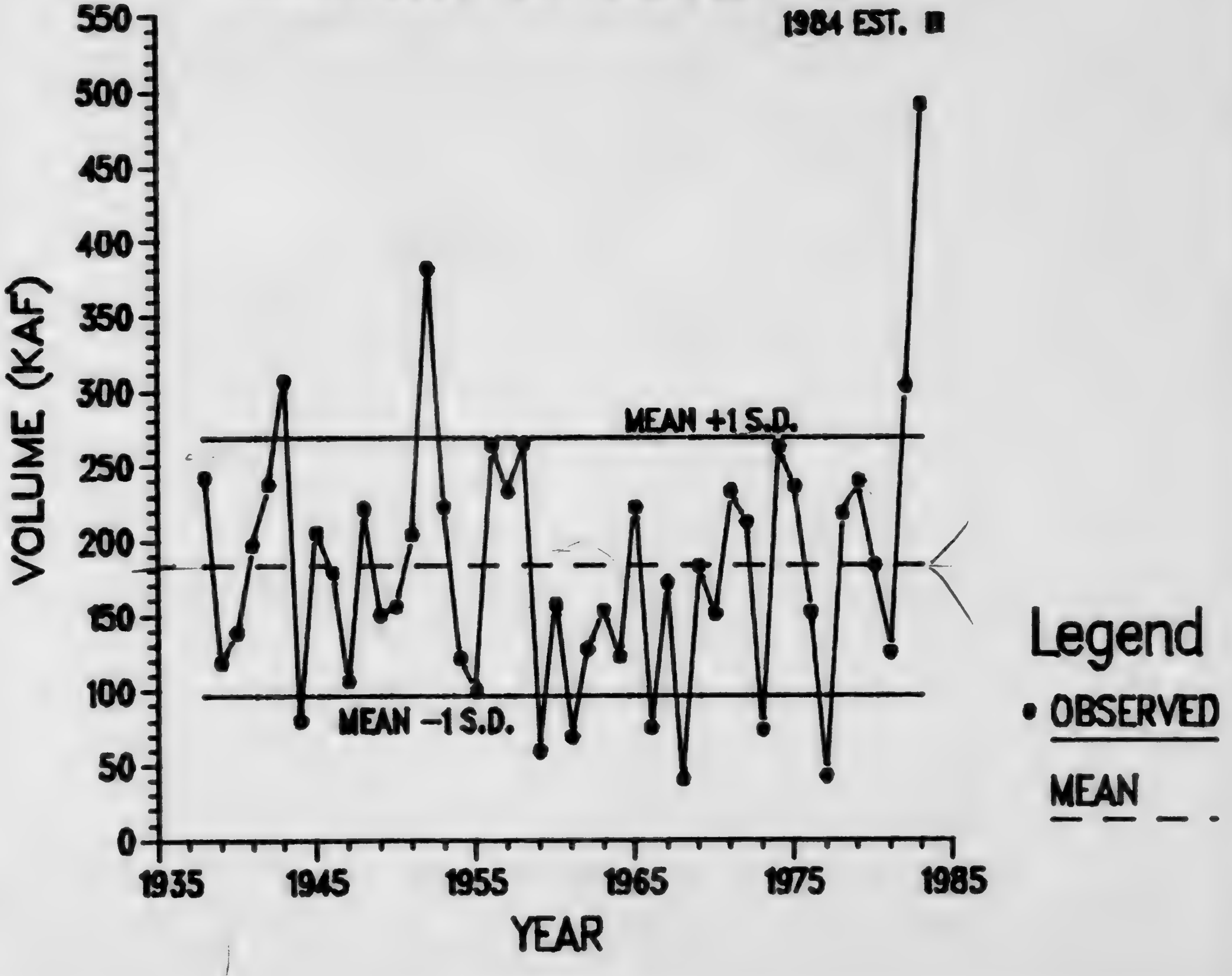


FIGURE 3
SILVIES R. NR BURNS PLUS
DONNER UND BLITZEN R. NR FRENCHGLEN
OBSERVED MARCH – JULY VOLUME, 1938 – 1983

FIGURE 4

BURNS + FRENCHGLEN MARCH – JULY RUNOFF DISTRIBUTION
PERIOD OF RECORD THROUGH 1983 (51 YEARS)

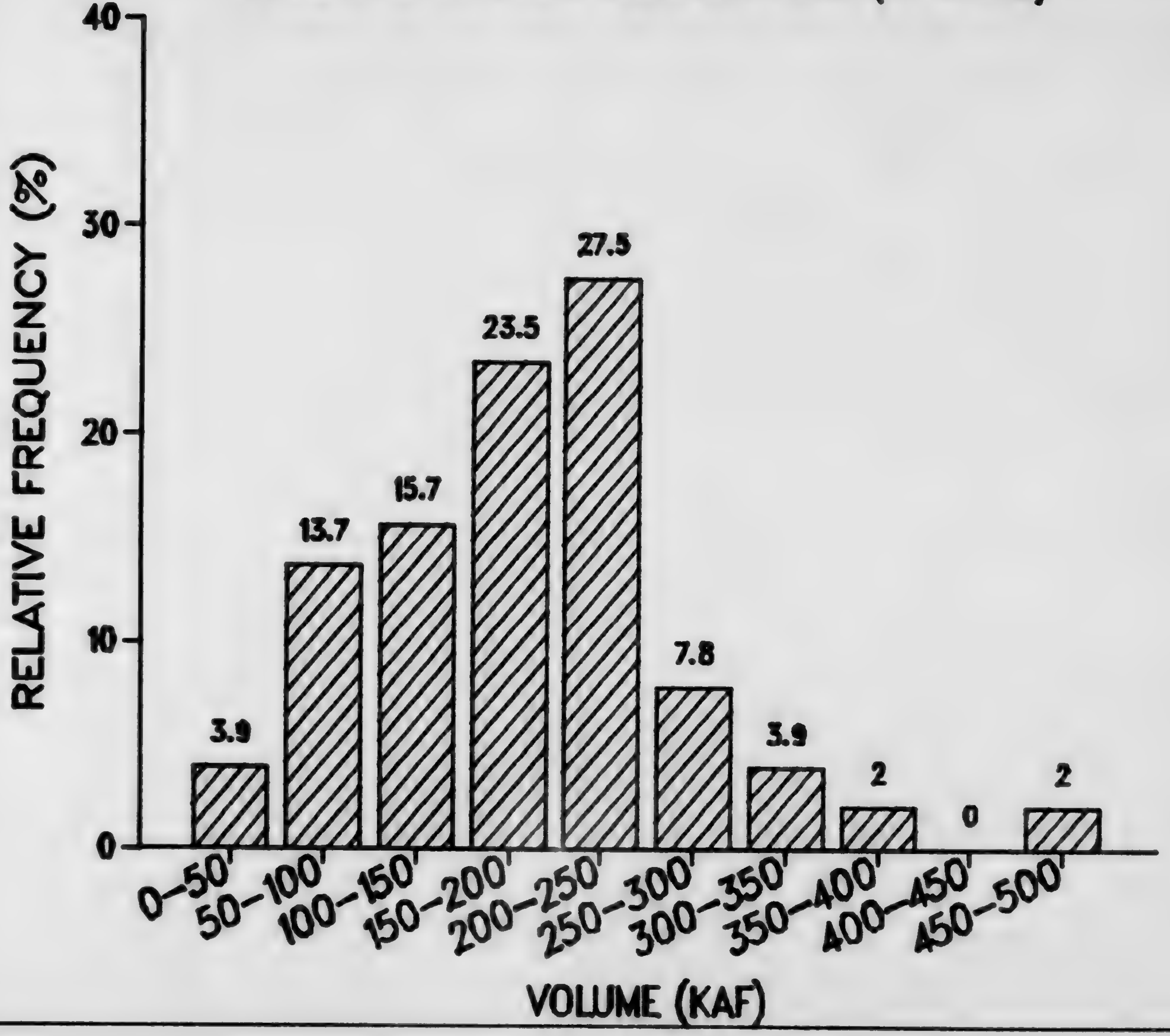


FIGURE 5
MALHEUR LAKE
ELEVATION VS SURFACE AREA (PROVISIONAL)

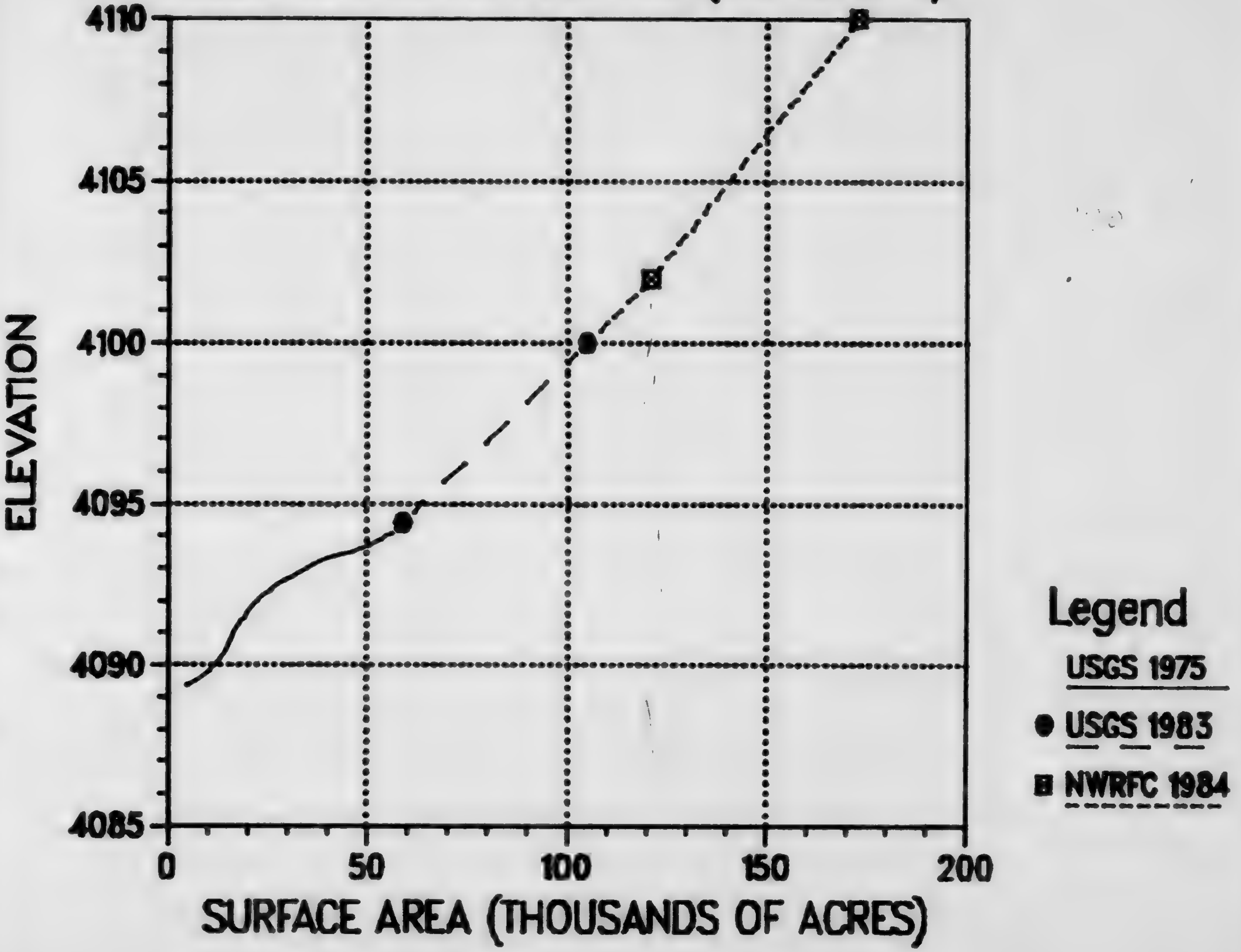


FIGURE 6
MALHEUR LAKE
ELEVATION VS STORAGE (PROVISIONAL)

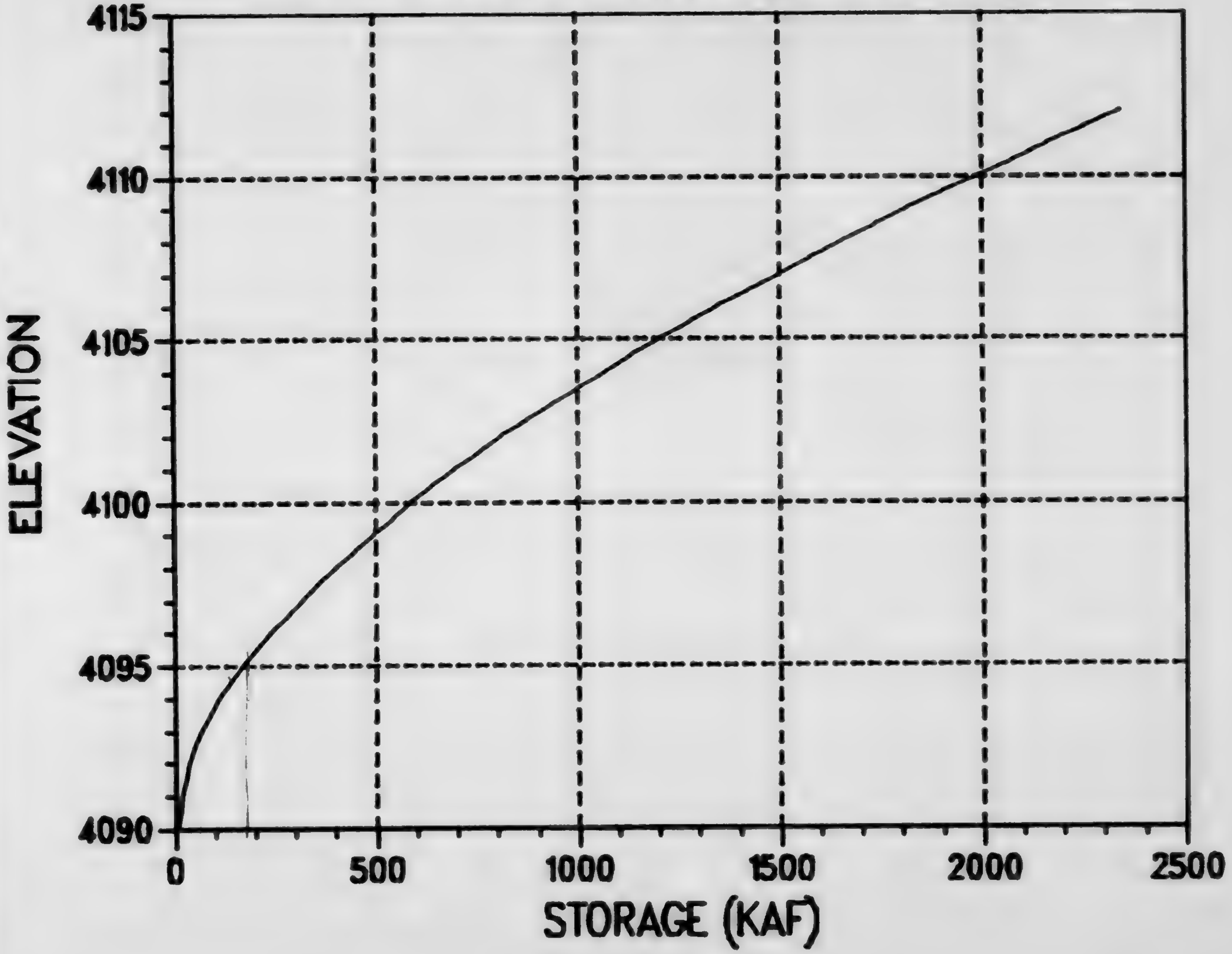


FIGURE 7
MALHEUR LAKE
MARCH – JULY RUNOFF VS CHANGE IN STORAGE
1956 – 1983

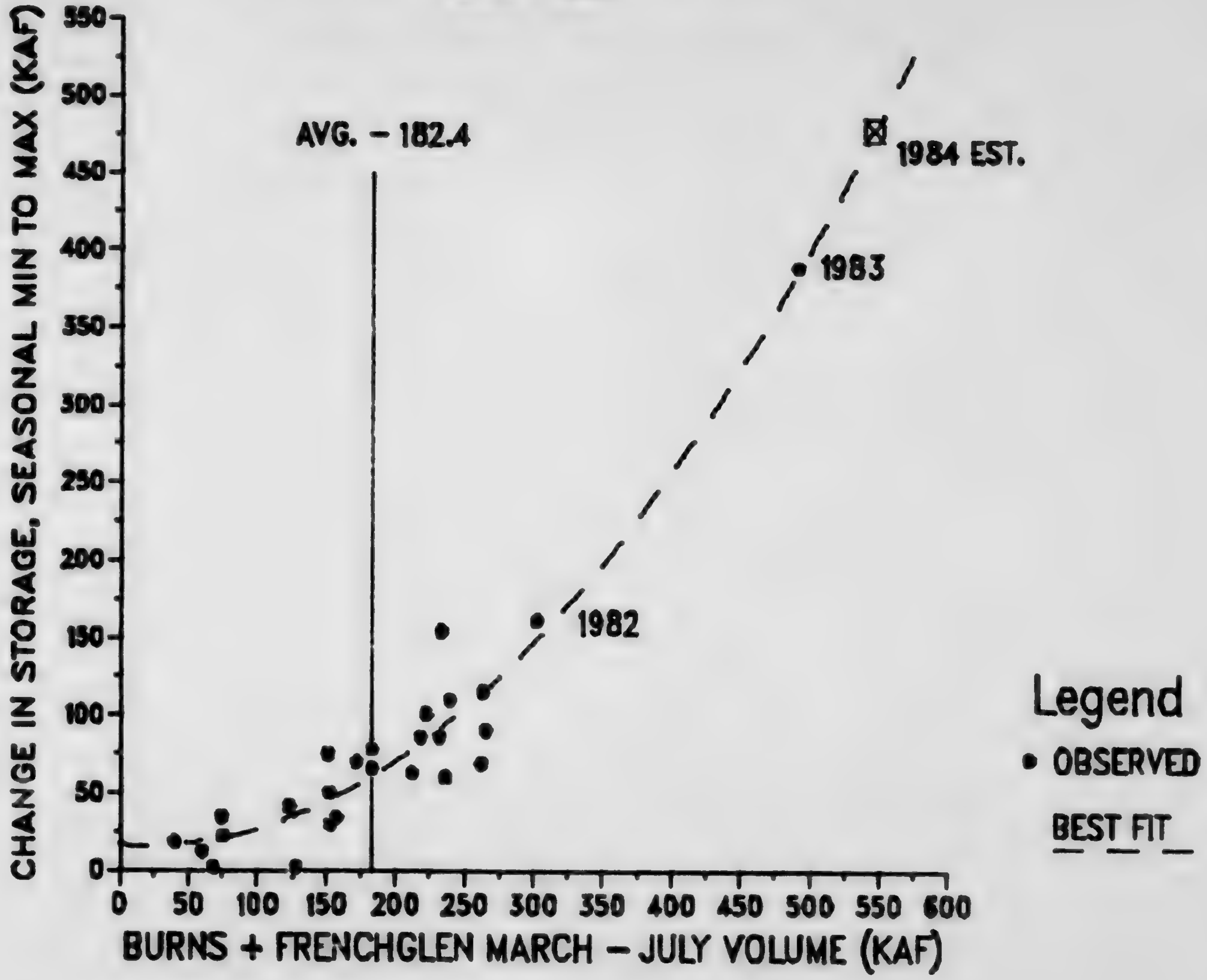
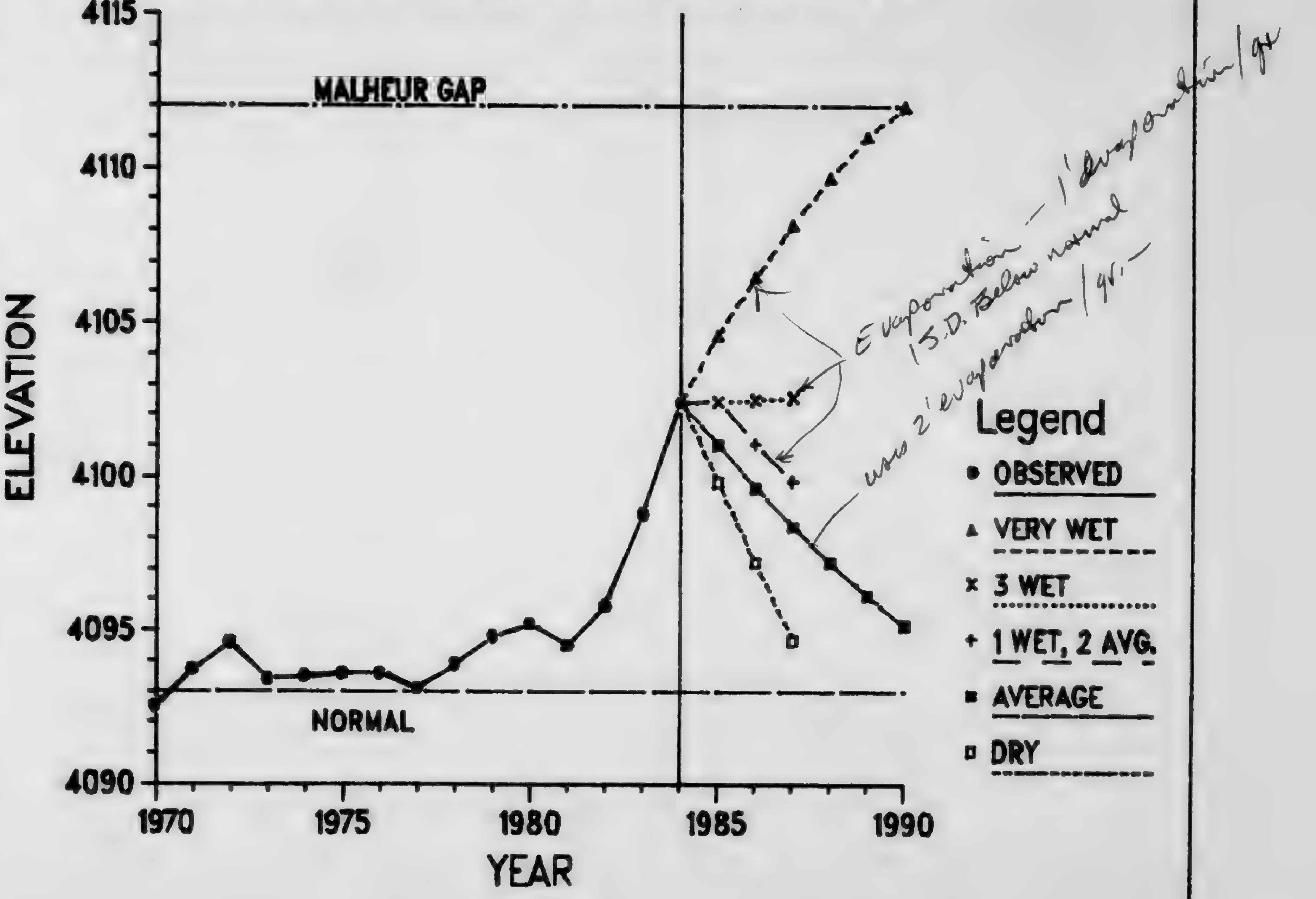


FIGURE 8
MALHEUR LAKE
YEARLY PEAK ELEVATIONS AND FUTURE SCENARIOS



Evaporation — 1' evaporation/yr
1 S.D. Below normal
uses 2' evaporation/yr.—

LRW LAG XX 1 7-3-84 3.55 PM

H S COULTER

I HAVE READ THE HARNEY COUNTY FOLXX FLOOD STUDY PLANS AND CAN OFFER A FEW POINTS THAT ARE NOT UNDERSTOOD IN THE STUDIES.

--CLOSURE OF THE RAILROAD ADDS LOADS AND VOLUME TO OUR EXISTING SYSTEM. THE RECENT PROBLEMS AT AIRPORT XXXXXX CURVE IN ONTARIO IS PROBABLY AN EXAMPLE.

--HIGHWAY FUNDS ALREADY COMMITTED ARE SIGNIFICANT AND CANNOT BE ASSUMED TO BE AVAILABLE AS SMALL EXPENDITURES FOR "INCREMENTAL ADJUSTMENTS" IN FUTURE YEARS FOR ALL AFFECTED ROADS AND HIGHWAYS.

R D HECTOR
SH¾49

7-9
cy - Miller

NOTED
H.S.COULTER

```
          WPFL02              LAKE LEVELS ASSOCIATED WITH
                             7-2-84  WPFL01

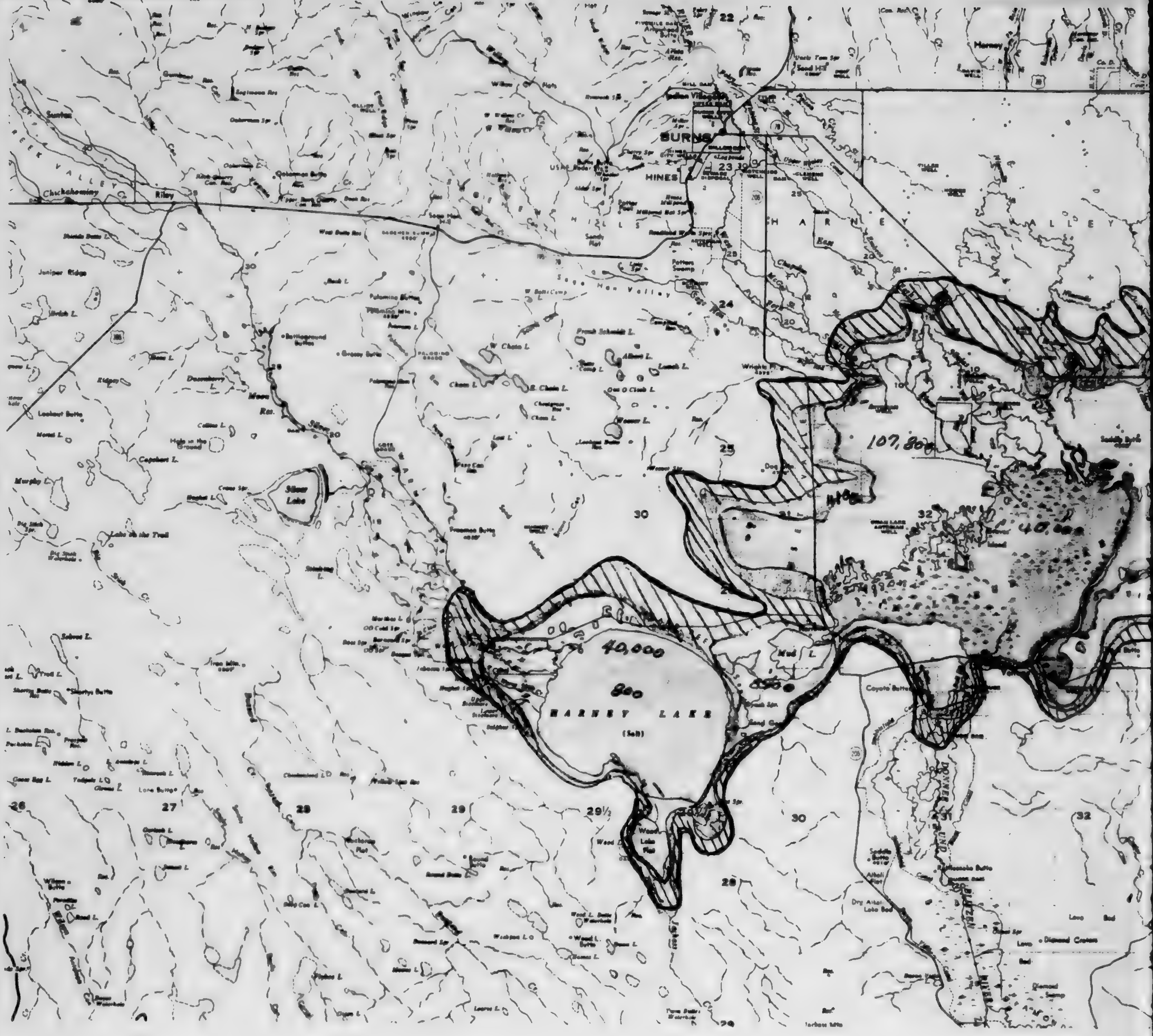
                    ((((((((((((((((((  1982  ))))))))))))))))))
          MALHEUR LAKE                   HARNEY LAKE                    NARROWS

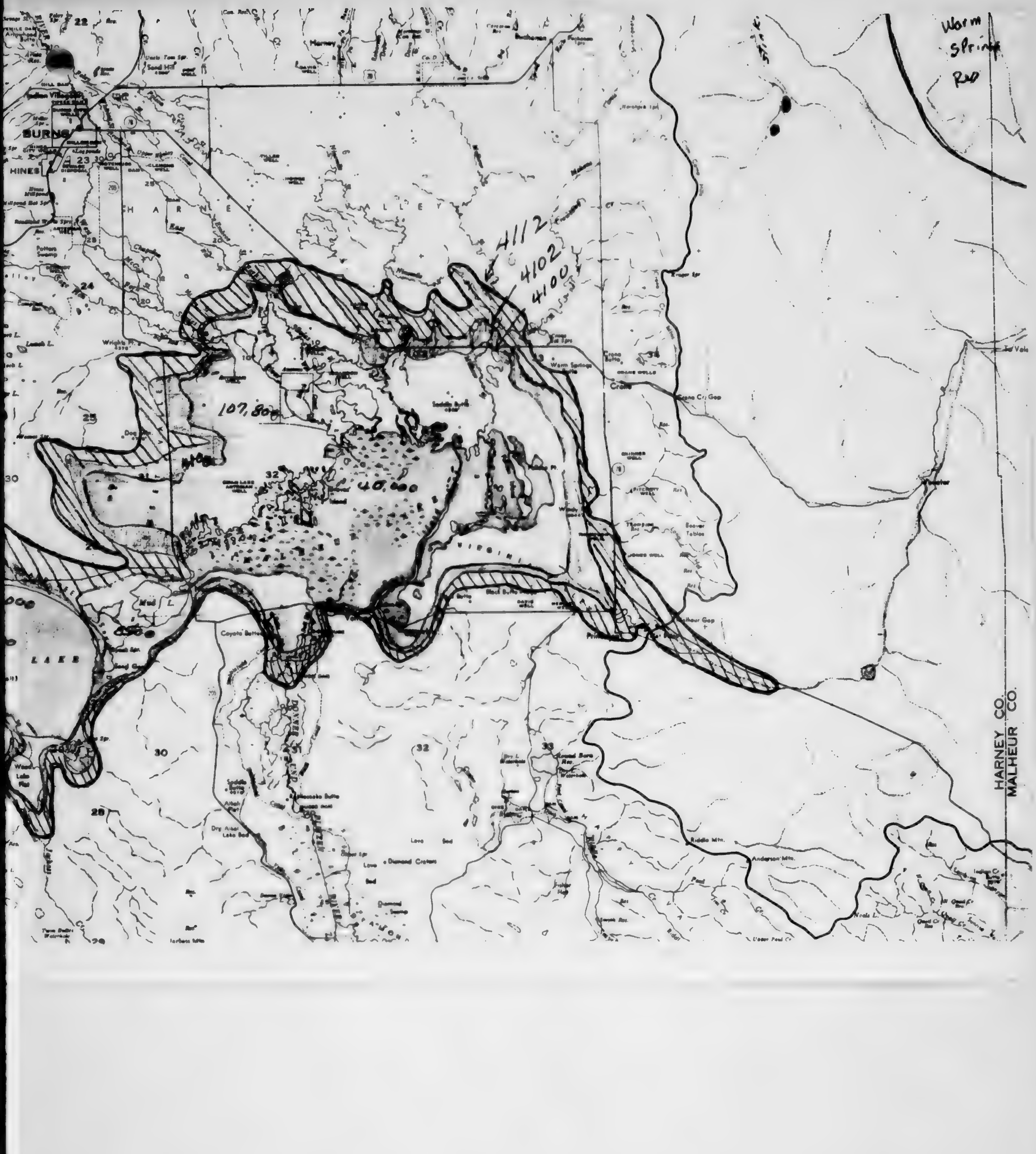
   June 1= 4,099.2 (east end)     May 11= 4,087.5 (south)       May 9= 4,095.53
   June 1= 4,100.0 (Lawen)        June 3= 4,089.0 (north)      May 18= 4,095.55
   June 1= 4,098.8 (Refuge)      June 23= 4,089.5    "          FLOW AT 650 CFS
   June 23= 4,089.2 (Sod Hse)    July 12= 4,089.8    "         June 3= 4,095.8
   Aug 11= 4,096.2 (Cole Is.)    July 27= 4,089.9    "       June 17= 4,095.67
   Oct 19= 4,093.58 (Refuge)      Aug 11= 4,089.95   "       June 23= 4,095.55
   Nov 15= 4,093.55    "         Sept 15= 4,089.85   "       July 12= 4,095.35
                                  "   30= 4,090.00   "         "  27= 4,095.05
                                  Oct 19= 4,090.40   "        Aug 11= 4,094.51
                                  Nov 29= 4,090.70   "       Sept 15= 4,093.70
                                  Dec  9= 4,091.00   "         "  30= 4,093.70
                                                              Oct 19= 4,093.06
                                                              Nov 29= 4,093.26
                                                              Dec  9= 4,093.58
                    ((((((((((((((((((  1983  ))))))))))))))))))
          MALHEUR                       HARNEY                  NARROWS

    Jan 7= 4,095.16 (Cole Is.)     Jan 6= 4,091.29   "          Jan 6= 4,093.71
   Feb 14= 4,095.24   "    "        " 19= 4,091.68   "           " 19= 4,094.04
    Mar 7= 4,095.38   "    "       Feb 2= 4,091.89   "          Feb 2= 4,094.24
   Mar 18= 4,096.16   "    "        " 17= 4,092.30   "           " 17= 4,094.36
    "  24= 4,096.44   "    "        " 28= 4,092.65   "           " 28= 4,094.56
    Apr 7= 4,096.78   "    "       Mar 9= 4,092.81   "          Mar 9= 4,095.11
    "  29= 4,097.17 (R. Opie's)     " 18= 4,093.59   "           " 18= 4,095.74
    "  29= 4,097.26 (Cole Is.)      " 24= 4,093.84   "           " 24= 4,095.89
   May  5= 4,097.34 (R. Opie's)   Apr 11= 4,095.34   "          Apr 7= 4,096.36
    "   9= 4,097.76 (Cole Is.)      "  22= 4,096.24  "           " 11= 4,096.64
    "  13= 4,098.06   "    "        "  29= 4,096.31  "           " 22= 4,096.81
    "  19= 4,098.26   "    "       May 5= 4,096.44   "          May 5= 4,097.22
    "  26= 4,098.38   "    "        " 13= 4,096.74   "           " 13= 4,097.96
   Jun  3= 4,098.66   "    "        " 19= 4,097.06   "           " 19= 4,098.09
         ( windy day)               " 31= 4,097.34   "           " 31= 4,098.31
                                  Jun  6= 4,097.84   "          Jun 6= 4,098.46
   Jun 10= 4,098.68                "   9= 4,097.94   "           "  9= 4,098.51
    "  14= 4,098.80                "  17= 4,098.20 (windy)       " 17= 4,098.80
    "  23= 4,098.80                "  23= 4,098.28    "          " 23= 4,098.62
   July 8= 4,098.80               July 1= 4,098.26    "        July 1= 4,098.65
         (95,200 acres)            "   8= 4,098.39    "          "  8= 4,098.50
    "  12= 4,098.78                "  15= 4,097.95               " 15= 4,098.55
                                   "  22= 4,097.94               " 22= 4,098.48
    "  25= 4,098.66                "  29= 4,097.90               " 29= 4,098.42
   Aug  1= 4,098.56               Aug  5= 4,097.76             Aug  5= 4,098.32
    "  12= 4,098.46                "  11= 4,097.69              "  11= 4,098.22
    "  22= 4,098.36                "  19= 4,097.69              "  19= 4,098.07
    "  26= 4,098.36                "  25= 4,097.61              "  25= 4,098.05
   Sept 2= 4,097.76               Sept 2= 4,097.40             Sept 2= 4,098.02
                                   "  13= 4,097.54              "  13= 4,097.92
    "  26= 4,098.02                "  26= 4,097.40              "  26= 4,097.81
   Oct  4= 4,097.90               Oct  7= 4,097.28             Oct  7= 4,097.80
```

```
                                   "  14= 4,097.24                " 14= 4,097.73
   "  19= 4,097.90                 "  19= 4,097.25                "  19= 4,097.76
          (87,800 acres)
Nov  1= 4,097.80               Nov  1= 4,097.38
   "  18= 4,098.02                 "  16= 4,097.44           Dec 16= 4,097.73
Dec 19= 4,098.50               Dec   7= 4,097.78
   "  29= 4,098.54                 "  16= 4,097.78
          (93,000 acres)           "  28= 4,097.83           Dec 28= 4,098.20
                 ((((((((((((((((((  1984  ))))))))))))))))))
       MALHEUR                      HARNEY                      NARROWS

                               Jan   3= 4,098.06           Jan   3= 4,098.22
                                   "  12= 4,098.16             "  12= 4,098.40
Jan 30= 4,098.84                   "  26= 4,098.34             "  26= 4,098.45
          (95,500 acres)
Feb 14= 4,098.88               Feb   2= 4,098.36           Feb   2= 4,098.58
          (95,800 acres)
                                   "  14= 4,098.38             "  14= 4,098.70
                                          (36,300 acres)         (8,500 ac)
   "  27= 4,099.10                 "  27= 4,098.54             " 27= 4,098.81
                                                           (no visible flow)
Mar 19= 4,099.48               Mar 19= 4,098.87            Mar 19= 4,099.18
   "  26= 4,099.86                 "  26= 4,099.15             "  26= 4,099.60
Apr  2= 4,100.33               Apr   3= 4,099.83           Apr   3= 4,100.15
          (107,800 acres)                                      (8,800 acres)
   "   6= 4,100.56                 "   6= 4,100.03             "   6= 4,100.41
                                       (36,800 acres)
   "  13= 4,100.88                 "  13= 4,100.12             " 13= 4,100.55
   "  19= 4,101.00                 "  19= 4,101.05             "  19=4,100.65
                               (flowing into Malheur Lake)
   "  27= 4101.30                  "  27= 4100.60     "        "  27= 4101.10
      (flowing into Harney)                  (calm day)
  May  7= 4101.60             May   4= 4100.90             May 4= 4101.35
   "  10= 4,101.75                "  10= 4,101.10              " 10= 4,101.50
   "   12= 4,101.85               "  18= 4,101.50              " 18= 4,101.90
   "   18= 4,101.98
   "   21= 4,101.98
   "   29= 4,102.14    Watermaster unable to get other readings because of high
                       water levels.
  June 1 = 4,102.20
   "   8= 4,102.29
   "  13= 4,102.36
   "  19= 4,102.42                                     JUNE  19= 4,102.30
   "  [illegible] 4,102.42                                  "  28= 4,102.30
  July [illegible] 4,102.40
```


BURNS
HINES
Riley
Chickahominy
Santan
HARNEY VALLEY
Sage Hen Valley
Silver Lake
Juniper Ridge
Lookout Butte
Murphy L.
Lake in the Trail
Iron Mtn.
Battleground Butte
Grassy Butte
Chain L.
Albert L.
Wright Pt.
Dog
Mud L.
Coyote Butte
HARNEY LAKE
(Salt)
Wood Lake Flat
Diamond Craters
22
23
24
25
27
28
29
29½
30
31
32
107,800
40,000
40,000
800
4180


Warm
Springs
Res
4112
4102
4100
107,800
40,000
BURNS
HINES
Indian Village
HARNEY
Sand Hill
Uncle Tom Spr.
Wrights Pt.
Potters Swamp
Lamb L.
Dog Mtn.
Mud L.
LAKE
Coyote Butte
Crane
Crane Cr. Gap
Warm Springs
Beaver Table
Malheur Gap
Saddle Butte
Black Butte
Riddle Mtn.
Anderson Mtn.
Lava Bed
Diamond Craters
Diamond Swamp
Dry Alkali Lake Bed
Twin Butte Waterhole
HARNEY CO.
MALHEUR CO.
22
23
24
25
28
29
30
32
33

t

EQUAL OPPORTUNITY EMPLOYER

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
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VICTOR ATIYEH
GOVERNOR

Executive Department
EMERGENCY MANAGEMENT DIVISION
43 CAPITOL BUILDING, SALEM, OREGON 97310 PHONE 378-4124

10: AM
7-6-84
Mtg in
Gov's office
6-22

June 15, 1984

MEMORANDUM

TO: State Agencies Studying Harney County Flooding

FROM: Lyn Hardy
Administrator

SUBJECT: Harney County Planning Meeting

cp ASHG's
Hector
D. Hiatt
what other alternatives should be considered?
Scott

The Harney County Task Force Subcommittee met to develop a purpose statement, and goals and guidelines for each state agency to follow in studying the impact of the Harney County flooding. We felt it was essential to know approximately what the Corps of Engineers would be looking at in terms of the size of ditch, cubic foot per second (c.f.s.) outflow, and options other than the ditch.

I contacted the Corps of Engineers Study Manager in the Walla Walla District Office. He talked about the long term affects of the flooding, if nothing is done, which changes the whole scenario. For example, if there are 3,000 to 4,000 c.f.s. coming into the basin at the peak of the runoff and if there is no significant evaporation, as has been the case for three years, a ditch of 100 to 200 c.f.s. would have virtually no affect on draining the basin and would not be worth digging. He feels the ditch must carry at least 1,000 to 1,500 c.f.s. to be worthwhile. Further, the basin will overtop naturally in four to six years at the present rate of flooding (approximately 4,112'). That would mean that if there are 3,000 to 4,000 c.f.s. coming in the basin at maximum runoff, there would be approximately that amount running out after it overtopped naturally. Three to four thousand c.f.s. would be approximately three times the current flow of the South Malheur River. There would be no control over this water, if nothing is done, and at least three people, who seem to know about these things, say the flooding down stream to Malheur County would be devastating. It could make the environmental impacts we are currently looking at pale by comparison.

This is only one possible long term scenario. To do an evaluation, we must obtain as accurate information as possible.

We have decided to have one more planning meeting involving the Corps of Engineers, Watermaster of Harney County, Judge Dale White of Harney County, the National Weather Service, the Oregon Congressional Delegation, and the River Forecast Center to discuss possible scenarios. Hopefully, at that meeting we can develop parameters for our study based on the most complete and up-to-date information available.

We will meet in the Governor's Conference Room, immediately after Cabinet, approximately 10 a.m. on Friday, July 6. This should be our final planning meeting prior to launching the actual study.

Please try to attend.

LH:ak

Enclosures

RECEIVED
DOT DIRECTOR
JUN 18 '84
REFER TO
Coulter
FOR
Info [illegible] R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

MEMORANDUM

June 7, 1984

TO: Lyn Hardy, Administrator, Emergency Management Division

FROM: Carl Cook, Flood Project Manager, DLCD Carl Cook

SUBJECT: Discussion of State Options for Harney Basin Flooding

This paper is generated after numerous personal contacts and a review of literature available at this time. These ideas do not necessarily reflect the opinions of the Department of Land Conservation and Development. I have presented first a discussion of damages and, then, a summary of options.

The damages attributable to the flooding in the Harney Basin, which has occurred over the last several years and is continuing to occur, can be summarized thusly:

DIRECT

WHO	WHAT
Ranchers	land, improvements, stock
County	property taxes
Railroad	rail beds
County & State Highway Depts.	road beds
Utility Companies	transmission lines, equipmen
The Public	wildlife disruption

INDIRECT

Ranchers	productivity
Railroad	productivity
Utility Companies	sales opportunities
Commercial Vendors	sales

Quantitative analyses have been done by Frederick W. Obermiller, the Harney County Emergency Board, Joe McCray of the Oregon Department of Agriculture, and others. All of these demonstrate that the damage costs are great. The exact total depends upon how one wants to juggle the figures and which items are added in the total. For instance, indirect damage "costs" such as lost retail sales, lost tourist dollars, and lost agricultural production opportunity may really only represent a relocation of the these dollars to other areas in Oregon. Such indirect "losses" may not justify an external infusion of relief funds by the State.

Commonly, alternative solution displays for flooding situations are divided into the categories of "structural" and "non-structural."

The two structural alternatives receiving the most attention are a canal to the Malheur River and a reservoir upflow of Malheur Lake. The reservoir idea has received least attention since its attenuating affect on unpredictable future flows is equally unpredictable. Also, it would do nothing to lower the existing lake level and would take several years before being operational.

The much publicized canal proposal is now being studied by the Corps of Engineers, Walla Walla District. Under unusually favorable conditions, it could start draining water in a couple of years. Two or three years later the level could be brought to pre-flood levels and then the several year process of reclamation could begin. There is much uncertainty in these time spans, but it seems that five to seven years is optimistic for the resumption of "normal" activity levels in the basin. A more likely estimate is seven to ten years.

In addition to the time allowances required by physical realities (such as construction and reclamation), the Corps' procedures and planning, and Congressional authorizations; there are the concerns of Malheur County and various environmental considerations. Malheur County does not want the disaster simply moved into its own basins. It is my own opinion that the canal proposal is wrought with so many problems and uncertainties that it may never be completed.

Nonetheless, the Corps is proceeding with its study. Assuming the canal is built and accomplishes its design functon, the State is still faced with what to do in the intervening five to ten years. Some of the options available to the State for this period of time are quite similar to those available if the canal is not built.

The following discussion of options is predicated on the assumption that the President, through FEMA, will maintain his position that a Federal disaster declaration is unwarranted. Indications I have at this time point to a second refusal.

DAMAGE CATEGORIES AND MITIGATIVE ACTIONS

Who - Ranchers
What - Land

1. The State could do nothing. The land would remain in private ownership unless repossessed by lending institutions or taken by the County for tax default.

2. The State, along with BLM, USF&W, and US Department of Agriculture can continue to offset lost grazing and feed potential. This could continue until the water recedes, funding runs out, or the ranching level diminishes to where outside help is not needed.

3. The State, along with Federal agencies, could help the ranchers permanently relocate. This would involve buy-outs of land or land trades. Since the flooded area represents the most productive agriculture land in the County, this might mean locating some ranch operations outside Harney County. Land could be used by the refuge or leased back to ranchers when it is arable again.

4. The State, along with Federal agencies, could temporarily acquire use of the land through easements or leases. These could be enforced only when the land could not be used for agriculture. This would allow farmers to lease or purchase other lands. This would immediately benefit the ranchers whether or not the canal is built.

Who - Ranchers
What - Improvements

1. Ranch Houses

a. Many houses were covered by flood insurance. Up until April, 1984, maximum coverage provided was $35,000/home and $100,000/other structures. These amounts probably fell short of full coverage for homes, but allowed complete coverage for outbuildings. After April, 1984, $185,000/house and $200,000/outbuilding became available. With as much advance notice as existed in this case, every structure should have been covered at least to some degree. The Seattle FEMA office has asked that FEMA's insurance management firm consider buildings in the affected area as total losses even though the building may actually be only partially inundated. The fulfillment of this request would be very beneficial for the victims and could easily be supported by the State right now. A letter from the Governor, which I would offer to draft, would be appropriate.

b. I do not know of any other sources of compensation for the damaged buildings.

Who - Ranchers
What - Inundated Equipment, Fencing, Corrals, Automobiles

I do not know of any relief programs to cover these. Frankly, any moveable equipment such as combines, balers, cutting equipment, and autos should have been moved off of farms long ago. Anything now inundated would seem to represent negligence.

Who - Ranchers
What - Stock

1. This flooding event occurred so slowly that no livestock were killed. However, affected ranchers have attempted to maintain as

much of their herds as possible. Federal agencies have made grain feeds and reduced-price grazing available in an effort to sustain livestock numbers.

2. The State could continue to support the Federal maintenance of existing ranch herds through supplemental feed programs. These could continue until exhausted or the water receded naturally or by canal draining.

3. The State could support a one-time subsidized buy out of existing herds. This would preclude the continuance of subsidized feeding programs.

4. The State could do nothing. In this case, the ranchers would make their own arrangements to obtain grazing areas or sell their herds.

Who - Ranchers
What - Productivity

1. The State could do nothing. In this case, ranchers not owning their crop land would probably be foreclosed on by their lenders unless they could make payments from private funds.

2. The State could support buy-outs, trades, or easements thereby negating the necessity for the flooded land to support feed crops.

Who - County
What - Property Taxes

1. Until flood waters recede, either naturally or by canal, the County is bound to lose tax revenues. If ranchers maintain ownership, property taxes may not be paid since the land is producing no income. Tax defaults and subsequent sales would probably produce little return. Federal ownership would produce no property tax revenue, though payments-in-lieu-of-taxes could compensate for this. Also, the Federal owners might, upon leasing the land for agricultural purposes once its usable, require leasees to make tax equivalent payments.

Who - Railroad
What - Rail Beds

There seems little that the State can do to assist the railroads.

Who - State/County Highway Departments
What - Roadbeds

At this time it seems that the State Department of Transportation is able to keep the main highways open by incrementally raising them. If this posture were to change, the State would need to provide funding from some source to keep the arterials open. Main highway closure would create an unprecedented hardship to residents. It would also stop virtually all commerce, including trucking by the wood products producers who have to use the highways because of the rail closure.

Who - Utility Companies
What - Transmission Lines

> At the moment, utility companies seem to be managing their problem by themselves. Only if the utility companies can no longer provide basic service would the State necessarily want to step in.

STATE OPTION SUMMARY

The following options are not new. They have been discussed in numerous forms including your letter to the Governor dated April 18, 1983, and the recent April, 1984, Summary Report by Joe McCray of the Oregon Department of Agriculture. McCray's report and his prerequisite investigiation seem to be the most recent and most comprehensive I have found.

This array of options is somehwat different than those others I have seen in that it assumes no Federal disaster declaration and it recognizes that the canal project option is being pursued by the Walla Walla Corps District. Since the Corps has yet to determine whether or not the canal project is physically feasible, whether or not it is economically justified, or how long it would take to complete its mission, the State's attempt to evaluate action options is made more difficult. This difficulty is compounded by the uncertainties regarding the duration of the flood.

The fact that the canal "option" is now being pursued tends to diminish support for all other "permanent" options such as land buy-outs and reservoir construction. However, weight given to "temporary" or reversible options such as feed programs, land leasing, and temporary economic relief is not reduced much due to the length of time necessary to reduce the water levles either by the canal or naturally.

OPTIONS

1.	Canal	-Presently being implemented by Corps.
2.	Reservoir	-Not being pursued at any level. -Is permanent. -Might provide benefits of other irrigation, but these might only be available in very high percipitation years (i.e. when Malheur Lake floods)
3.	Land Buy-Outs	-Not being pursued (to my knowledge). -Relatively expensive, but possibly less than canal. -Few if any environmental or out-of-basin effects. -Funds would probably have to come from Feds. -Is permanent in nature.

4. Land Trades
   - One such trade has been completed, so we know that there is at least a mechanism for this.
   - I know of no further trades being pursued.
   - Has the advantage of requiring no cash outlays.
   - May move ranch operations outside of County.
   - Is permanent is nature.

5. Easements (Flood, wildlife, recreation)
   - Temporary in nature
   - Could terminate when water recedes
   - Has been recommended several times before, but apparently has met some obstacles since none have been consummated to my knowledge.
   - Price must be negotiated.

6. Do nothing
   - No monetary cost.
   - Has some negative political effects.

It seems that the uncertainty of the canal proposal favors immediate options which contain large degrees of flexibililty. In addition, since large State expenditures have not been made so far, I assume that low cost options are favored by the State. Therefore, favorable immediate options for the State seem to be:

1. Encourage total flood insurance payments for affected structures.

2. Encourage Federal agencies to pursue land easements. State might provide some funding.

3. Encourage agricultural relief programs such as feed supplements.

4. Encourage transportation and utility interests to keep making incremental adjustments.

CLC/mm
9079B

DRAFT

HARNEY COUNTY FLOOD STUDY PLAN

PURPOSE

1) To assess alternatives to relieve the flooding impact on the people, land and economics of Harney County.

2) To develop the best information possible for decision makers, from state agency viewpoints.

OBJECTIVES

Assess the legal, economic and environmental impacts on the following options:

1) Digging a drainage ditch out of the Harney Basin.

2) Not digging a drainage ditch out of the Harney Basin.

3) Any other option to be studied by the Corps of Engineers, or, any alternative that seems feasible to be studied as agreed upon by the Committee (to be developed).

PROCESS

Each agency will develop their own study process. Agencies will communicate with one another and share relevant information to prevent duplication and overlap of activities.

TIME FRAME

July 6, 1984, will be the final planning session to develop scenarios to study and finalize the study plan.

August 17, 1984, there will be a progress meeting to assess progress to date and make any changes to the study plan that may be necessary.

September 28, 1984, will be the wrap up meeting to compare information gathered and assign the responsibility of writing the Final Report.

October 26, 1984, will be a meeting to review the Final Report which will be given to the Governor.

October 31, 1984, the Final Report will go to the Governor.

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AN ECONOMIC ASSESSMENT OF THE IMPACT OF FLOODING IN A CLOSED BASIN: HARNEY COUNTY, OREGON

Submitted by

Frederick W. Obermiller, Principal Investigator
and
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Department of Agricultural and Resource Economics
Oregon State University

March 16, 1984

AN ECONOMIC ASSESSEMENT OF THE IMPACT OF FLOODING IN A CLOSED BASIN: HARNEY COUNTY, OREGON

The Harney Basin Flooding Problem & Institutional Response

A prolonged flooding problem presently exists in the Harney Basin, in central Harney County, Oregon. The problem is unique in that it is due to closed-basin, or lake flooding. What makes the closed-basin flooding problem unique is that it is not a seasonal occurrence; the flooded area may continue to expand. Hence, closed-basin flooding has the capacity to remain a standing flood problem for months or years. In the present instance, Harney Basin has been experiencing continual flooding since April 1982 although it is not entirely independent of other flood phenomena. Other types of flooding include spring, flash, tidal flat, and alluvial fan.

Closed-basin flooding differs from other sorts of flooding. Spring flooding arises from a variety of reasons, the major ones being the amount of snowpack present and the air temperature and precipitation during the spring snow melt runoff. This sort of flooding is associated with seasonal precipitation in winter and spring.

Flash flooding takes place due to the intensity of a given storm. Water runs off rapidly, due to puddled and saturated surface soil. This runoff flows into draws and ravines, rushing to a major drainage. The duration of flash flooding is short with rapid onset and decline. Flash flooding is coincident with the time of year in which thunderstorms occur.

Tidal flat flooding arises from a river that feeds into the ocean. The river floods when high tides back it up and force the river over its banks. This flooding has periodicity based on seasonal runoff and high tides.

Alluvial fan flooding occurs when depositions in a river bed force the water over the banks. The flooding is generally shallow and is the result of the high level of deposition and seasonal runoff.

Closed-basin flooding is a current problem in several locales in the western United States. Perhaps most notably, the Great Salt Lake has continually risen in the last two years in a manner analogous to the Malheur Lake of Harney Basin. As in the Harney Basin, the Great Salt Lake relies on surface evaporation for basin outflow. When precipitation levels and basin inflow are great, surface evaporation may be negligible in comparison. In July 1983 the entire land-locked lake rose to an elevation 4,205 feet above mean sea level; an elevation that had not been observed since 1924 and before that 1888. The lake had risen over five feet in the previous 18 months which, according to the Utah Water Research Laboratory, corresponded to an event to be expected only once in a 2,000 year period.[1/] The flooding consequence is that the advancing lake waters are damaging adjacent commercial concerns. The problems involved with the Great Salt Lake are shared in part by those affected by the flooding in Oregon's Harney Basin.

Historical Assessment of Flooding in the Harney Basin

The levels of the Harney and Malheur Lakes have fluctuated substantially in the last 100 years. The late 1880s and early 1890s represented a period of higher than normal precipitation levels. The winter of 1889-90 saw snow depths of up to four feet, and devastating cattle losses, east of Wagontire (western Harney Basin), according to eastern Oregon historical Ruben A. Long.[2/]

Snow depth on the plains and snowpack in the Steens Mountains has a direct effect on the basin lake levels. Now, as in the 1880s and 1890s, the Harney Basin is experiencing a series of high precipitation and snowpack years. In contrast, however, in the late 1920s and 1930s the Malheur and Harney Lakes were dry due to drought conditions that prevailed in the western United States. The direct relation between regional climatic behavior and lake levels in the Harney Basin suggests that flooding may have occurred in the late 19th century that equalled or exceeded the present situation.[3/]

Lake flooding also can be traced using the principle of ecological succession. Plants tend to inhabit particular sites in relation to moisture regimes. The time that has elapsed between two floods can be tracked from one moisture regime to another via ecological succession, as well as by types of soil depositions. On the basis of these observations, it has been maintained that the location of the lake beds dating approximately 1890 would have been consistent with water flowing from the combined lakes east into the south fork of the Malheur River.[4/] This reinforces the suggested historical reoccurrence of present basin flood conditions.

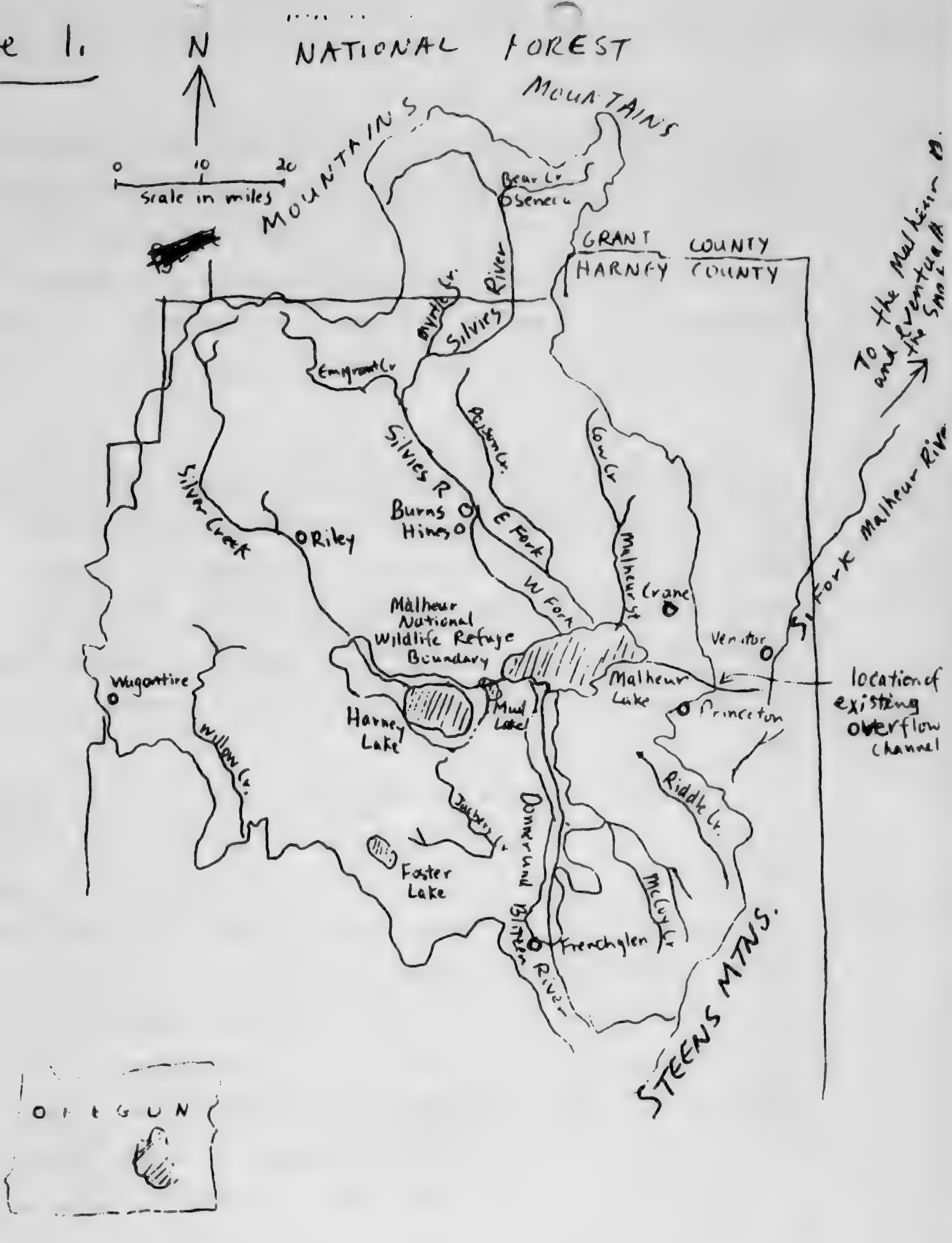
Present Assessment of Flooding in the Harney Basin

Since the 1982-83 fiscal year, rainfall in the Harney Basin has been 150 percent of the normal October through May rainy season average. Snowpack has been above normal in the Steens Mountains to the south and the ridges of the southern edge of the Malheur National Forest to the north, both being mountains adjacent to the basin containing the headwaters of the principal basin inflow. Runoff in the principal basin inflow streams consisting of the Silvies River from the north, Silver Creek from the west, and the Donner and Blitzen River from the south has been 150 percent or greater of the normal May through September seasonal average (see Figure 1).[5/]

Between 1938 and 1965 Malheur Lake averaged approximately 46,000 surface acres in size.[6/] As of November 1983 Malheur Lake stood at 96,000 surface acres. Malheur Lake is the sump of the basin, or the region to which basin inflow eventually migrates. At present flood levels Harney Lake no longer flows into Malheur Lake; rather, these lakes from a system covering in excess of 150,000 acres.

Since 1982 flooding has been identified as a problem in the Harney Basin. On June 9, 1982, Governor Victor Atiyeh of Oregon declared the Harney Basin a disaster area, an executive order which expired on December 31, 1982. In response to the closed-basin flooding problem, various analyses have been conducted by state and federal agencies. (1) A reconnaissance report was completed in September 1982 by the United States Army Corps of Engineers. This report provided a rough estimate of the costs and benefits associated with several possible flood control measures. (2) On April 18, 1983, the Emergency Management Division of the State of Oregon Executive Department issued a multidisciplinary report containing recommendations for joint and coordinated response to the flooding problem of the Army Corps of Engineers, the federal government, the United States Department of Agriculture, and the Oregon Legislature. (3) Later in that same month, the Corps of Engineers issued a field investigation pertaining to the costs and benefits of a canal designed to drain flood water from the basin east into the Malheur River. (4) Finally, a United States Department of Agriculture "Damage Assessment Report" was issued by the Harney County Office of the Agricultural Stabilization and Conservation Society. This reported, dated

Figure 1.


N
NATIONAL FOREST
MOUNTAINS
MOUNTAINS
0
10
20
Scale in miles
Bear Cr.
Seneca
GRANT COUNTY
HARNEY COUNTY
Silvies River
Myrtle Cr.
Emigrant Cr.
Poison Cr.
Cow Cr.
Silvies R
Burns
Hines
E Fork
W Fork
Silver Creek
Riley
Malheur Sl
Crane
Venator
Malheur National Wildlife Refuge Boundary
Malheur Lake
Mud Lake
Harney Lake
Princeton
location of existing overflow channel
To the Malheur and eventually the Snake R.
S. Fork Malheur River
Wagontire
Willow Cr.
Riddle Cr.
Jackass Cr.
Donner und Blitzen River
Foster Lake
McCoy Cr.
Frenchglen
STEENS MTNS.
OREGON

MALHEUR-HARNEY LAKES
BASIN MAP

May 11, 1983, provided existing cost estimates and predicted future costs associated with the maintenance of Harney Basin lake levels as they existed at that time. All of these reports are reviewed in depth later in this proposal. Here it suffices to state that differences exist among the various studies and reports, both in value of cost estimates and in identification of the type of costs associated with flooding in the Harney Basin.

The 1982 Corps of Engineers Reconnaissance Report. Under the general authority of the Federal Flood Control Act of 1936, giving the United States Army Corps of Engineers the responsibility for the development of a national flood control program, the Corps evaluated the 1982 flooding in Harney Basin. Their report, "Malheur Lake, Harney County, Oregon; Section 205 Flood Control Study; Reconnaissance Report," was published in September 1982.

A reconnaissance report is an overview of a problem. It is conducted on a budget of less than $1,000 and provides only a rough, secondary data-based, estimate of project costs and benefits. Both the benefit and the cost estimates are "one time through" figures, limited in precision by time and money. The protocol for a reconnaissance report is to make use of similar studies and their cost and benefit estimates. Assumptions, for a given construction project, are made as to the dimensions and sort of excavation required. These assumptions provide the basis for the project cost estimates. The cost estimates identify the sources of cost but are not to be interpreted as precise cost figures; they are average figures and are not taken from surveys, soil analyses, or specific structural design features. If the total benefits (from projected reduced flood damages) to estimated cost ratios are not equal to one and one-half or better the project is rejected outright with a more specific and more expensive follow-up study.[7]

The 1982 Corps Reconnaissance Report concerning Malheur Lake flooding identified five possible courses of action as follows:

1. No new works would be constructed by the Corps of Engineers. The high-water condition would be accepted as part of the natural cycle. Land exchanges between the federal government and local residents in the flood prone areas would be the main nonstructural solution to the present problem.

2. A drainage canal approximately 15 miles in length from Malheur Lake east past Princeton at the Malheur Gap, eventually flowing into the south fork of the Malheur River, would be constructed. It was concluded that the unlined channel should not be constructed because "... it could not be completed, and enough water drained off, in time to prevent further flood damage this year [1982]. Thus, the project [does] not quality as an emergency measure...."

   Two types of channels were proposed: a deeper, narrower channel and a broader, shallower one. The former channel was used to estimate cost-benefit ratio since it was less expensive. The cost of this channel as well as crossing structures, culverts, and land was estimated to be $3,765,000 as of 1982. Using an assumed value of $30,000 in preventable annual flood damages, the benefit-to-cost ratio for the channel would be 0.1 to 1 or less.

3. The building of levees was considered as a second structural solution. The cost was estimated to be in excess of $1,700,000. The corresponding benefit-to-cost ratio was 0.2 to 1.0.

4. A third structural solution was the building of a dam on the Silvies River. The necessary detention dam, channel enlargement, and head water storage (as determined by the Walla Walla District of the Corps of Engineers) was found to be economically infeasible with a benefit-to-cost ratio of 0.11. Even with added flood control benefits the project remained economically infeasible.

5. A diversion of the Silvies, and Donner and Blitzen Rivers, past Malheur Lake to Harney Lake also was considered. Diversion of water around Malheur Lake could have severe effects on lake levels, flushing action, and the basic environmental health of the lake, and hence was discarded on environmental grounds.

In addition to the problems cited in measure (2), agency and public concerns were at odds with a canal from Harney Basin to the south fork of the Malheur River. The cities of Vale and Ontario, Oregon, were concerned about increased flooding and river bank erosion in their communities if the Harney Basin flood waters were diverted into the Malheur River system.

The Malheur Wildlife Refuge opposed a drainage canal such as that proposed in measure (2) as well. Sago pond weed production would be reduced if the basin water levels dropped. Reduced water levels in the basin (basin outflow would have occurred in 32 of the last 48 years if a canal were to drain the basin at an elevation of 4,093 feet above sea level) would impair the refuge's ability to maintain the protection and enhancement of colonial nesting species.[8/] The impact of a drainage canal "... could become a cause celebre for environmental groups...." An extensive environmental assessment would be required before the refuge could complete its review responsibility of the canal project. The Oregon Department of Fish and Wildlife predicted that a canal "... would likely [introduce trash fish] into the Malheur River System.... Degraded habitat conditions of the Malheur River system would result from high turbidity, sediment transportation, and higher erosion potential because of increased flows [from Harney Basin]...."[9/]

The final recommendation of the Corps in its 1982 Reconnaissance Report was to pursue measure (1). This measure entailed no new construction. Measures (2), (3), and (4) were discarded because their respective benefit-to-cost ratios were much less than one. Measure (5) was discarded for environmental reasons. The Corps report concluded that nonstructural measures would be the optimal solution for actions taken with the basin. "... The high levels of Malheur and Harney Lakes such as occurred in 1982 are natural cyclic phenomena...."[10]

The local reaction to the Corps report reflected a sense of helplessness among affected ranchers, farmers, and local government officials. In partial response to these local concerns, the Bureau of Land Management and the Malheur National Wildlife Refuge initiated emergency feed programs for domestic livestock; remedial actions which sustained affected ranchers through 1982. Local concern with these short-term remedial actions persisted, however, because snowpack in the nearby hills and associated runoff made it difficult to dry out the hay fields temporarily offered by the two institutions. Local concern also persisted as to the cost estimates and schedule for a long-term solution to closed-basin flooding problem.

The State of Oregon Emergency Management Division Report. In response to the continuing local requests for assessment of the flood damage, the State of Oregon Emergency Management Division of the Executive Department, drawing on a wide range of resource and agricultural-based agencies, reevaluated the flooding problem. Their report, dated April 18, 1983, and contained the following five recommendations.[11]

1. That the Army Corps of Engineers do further fiscal and environmental evaluation of the possibility of draining off some of the water in the Harney Basin.

2. That legislation on the federal level be promoted to fund a combination of flood easements, wildlife easements, land exchanges, and land purchases.

3. That the United States Department of Agriculture reevaluate the Harney County situation as it relates to their low-interest loan programs.

4. That a regional study by initiated with the states of Nevada and Utah.

5. That the Oregon Legislative Assembly enact a direct livestock feeding program for animals in the flood area.

The 1983 Corps of Engineers Field Investigation Report. In response to the Emergency Management Division's Activities and recommendations, and a subsequent request for re-examination by Governor Atiyeh, the Army Corps of Engineers performed an additional study in April 1983. The field investigation of the drainage canal alternative disclosed that costs of both common excavation, due to an increase in necessary canal length and depth, and rock excavation (based on soil sample and test pit data) were increased substantially from the 1982 Reconnaissance Report cost estimates. The greatest source of increased costs was due to the required lining of 80 percent of the proposed drainage canal. The revised estimate for construction costs was $19,940,000. The benefit portion economic analysis was not re-examined. "... An analysis, assuming the present wet cycle will continue to 1990 before the lake level falls below a 15 year flood level, produces a B/C [benefit-to-cost ratio] of less than 0.2 to 1."[12] The implication of the benefit-to-cost ratio was that the recommendation of the 1982 Reconnaissance Report, stipulating no new construction in the Harney Basin, remained firm.

The 1983 United States Department of Agriculture Report. Local and state level concerns were not alleviated by the Corps field investigation. At the Burns, Oregon, Office of the Agricultural Stabilization and Conservation Service, a United States Department of Agriculture Natural Disaster

Damage Assessment Report (DAR), dated May 11, 1983, was compiled. For the first time, DAR presented information specifically related to the local costs due to closed-basin flood damage.

Agriculture is the major industry maintaining the community in and around the Harney Basin. As of 1983, 112 agricultural homesteads had been affected by the flooding. Sixty-four of these were suffering at least a 50 percent loss in small grain, hay, and cattle production. The value of unplanted grain was placed at one million dollars; while the value of lost hay was placed at two and one-half million dollars. These estimates were as of May 1983 loss, and thus could only suggest future losses in unplanted grain and hay; and the subsequent loss to ranchers incurred by reduced brood cow herds. The DAR concluded that due to the prolonged flooding the economic base of the local community was threatened.

Due to the flooding 90 percent of the 112 homesteads had limited or no access to their base properties; and at the time of the report 15 families faced evacuation while 12 families had already left their homesteads.

Flood waters had prevented travel through portions of the Harney Basin. Since the main access to the Steens Mountains, as well as the Malheur National Wildlife Refuge, was (and remains) flooded -- (Highway 205 through the Harney Basin at the narrows) -- tourist revenues generated from these sites had been lost to the county. The DAR was unable to estimate the value of foregone tourist revenues, however. Furthermore, damage had been incurred to roadways and roadbeds. Estimated costs to the county to repair or maintain flood damaged roads were one-half million dollars.

The flooding also had raised the basin water table. Consequently, alfalfa fields had been weakened because alfalfa is deep rooted and, due to its deep roots, cannot tolerate water within four feet of the ground's surface. The saturated soil and adjacent flooding prevented timely cutting of hay since machinery could not enter the fields nor could trucks reach the stacked hay.

The DAR emphasized that the flooding was not a brief natural disaster. It did not afford an opportunity for rapid rehabilitation of the land and restoration of its productive capacity. The present and future economic situation for the affected operators and the county was said to be bleak. Commercial lenders were hesitant to extend financial services to operators in the flooded area due to the increasing risk of flood damage. Foreclosures and bankruptcies were being observed since operators could not produce crops and thereby generate revenues to repay their real estate loans. Since property values had dropped effectively to zero on the flooded homesteads, the county stood to lose a projected sum of $118,400 in property tax revenues per year through 1985.

An important DAR recommendation was the need to include the loss of local farm land values as a cost due to flooding in the Harney Basin. In the DAR affected land was separated into classes. The corresponding acreage in each class was estimated, as was the true cash value of land within the "Disaster Area Boundary." Values were estimated as of January 1, 1983. Some 69,074 acres were included in the disaster area with a true cash value of $28,193,030. This method of valuation substantiated local concerns that costs due to flood damage and standing flood water were higher than had previously been anticipated by state or federal agencies.[13/]

Current Situation

At present (winter of 1983-84) the wet season for Harney Basin is taking place with snowpack accumulating in the nearby mountains and flood waters inching toward Burns. The existing snowpack represents approximately a two foot rise in the elevation of Malheur Lake's surface. Consequently, the costs of closed-basin flooding in Harney County can be expected to increase through 1984. A second look at institutional response to closed-basin flooding is proposed here. Why have the institutional responses been perceived to be inadequate? Are the principles, standards, and procedures employed in the evaluation of costs and benefits associated with closed-basin flooding and its mitigation applicable to the problem?

Local and Methodological Concerns in the Analysis of Closed-Basin Flooding

This proposal has been written, in part, in response to a request by David Chamberlain, Harney County Extension agent, on behalf of affected ranchers, farmers, businessmen, and county officials. A letter to Dr. Frederick W. Obermiller of the Department of Agricultural and Resource Economics, Oregon State University, dated October 28, 1983, specified a need for an economic assessment of the flooding in the Harney Basin. A portion of the letter is as follows:

> "It appears that the lack of a defensable accounting of the total dollar cost of current flooding and a reasonable estimate of projected losses is a major roadblock to the pursuit of a permanent solution to this [Harney Basin flooding] problem. Therefore, on behalf of the Harney County Emergency Board, Harney Soil and Water Conservation District, the affected ranchers, and the Harney County Extension Service, I am seeking your assistance in developing an assessment of the economic impact of current and potential flooding in the Harney Basin."14/

Subsequently, Chamberlain summarized local concerns regarding the impact of future flooding. The level of Malheur Lake is presently at 4,099 feet above mean sea level. The snowpack as of January 1984 in the Steens Mountains represents approximately a two foot rise in the elevation of Malheur Lake's surface. Nine additional feet of surface elevation would present traffic from entering Burns from the east on Highway 20. These predictions are based on contour readings of U.S. Geological Survey maps.[15/]

Chamberlain's request reflects an institutional need relative to the adequacy of principles, standards, and procedures used in the evaluation of closed-basin flooding problems. In 1962, Senate Document 97 identified four planning standards for public investment in natural resources as follows: natural economic development, regional economic development, the enhancement of environmental quality, and the well-being of society. Each of these four planning standards had explicit or implicit economic content; and each was to be construed as a co-equal decision account. However, in 1973 (Federal Register [38 FR 24778]) the objectives of water and land resource planning were reduced to two: (1) to enhance national economic development through improved national economic efficiency; and (2) to enhance the quality of the environment. No longer would regional development and social well-being be principal factors in final decision-making. At present, the guidelines for federal land and water agencies lean toward the allocation of funds to programs producing nonmarket outputs and/or environmental amenities, with local or regional values gained or foregone to be displayed but not to be interpreted as decision criteria.[16/] [For further discussion see Addendum 1.]

The parties affected by the flooding in the Harney Basin play a small part in the national economy. However, federal projects have an impact on the region in which they are constructed. Not only would a flood control project in the Harney Basin produce primary benefits, i.e., the reduction of flood damage, but it also would produce secondary benefits, i.e., irrigation possibilities for agriculture and increases in community incomes resulting from increased local agricultural production as permitted by flood control. Benefits related to regional economic development could provide the main justification for a federal flood control project in the Harney Basin. One of the questions underlying the study proposed here is clarification of the question: Is economic efficiency as reflected in the National Economic Development (NED) account the sole legitimate objective in public resource investments?

In short, the specific problem is as follows: Farmers and ranchers in the Harney Basin, other residents of Harney County, local government, and the State of Oregon are suffering costs incurred by closed-basin flooding in Harney County. An economic assessment has been requested by affected parties to determine present and potential costs associated with present and future flooding in the Harney Basin. A reassessment of past studies, particularly the 1982 Report by the Corps of Engineers, is required to determine what measures were considered for mitigation of flood damages in the Harney Basin; why certain measures were considered; and for what reasons were they discarded.

The general objectives of this study are (1) to provide an information base for institutional decision-making at the county, state and federal levels; and (2) to explore the adequacy of existing procedures for the evaluation of closed-basin flooding. Since closed-basin flooding is also a problem in other western states such as Nevada and Utah, that exploration as well as the body of information and methods followed in collecting, integrating, and evaluating it, may have broader applicability. Therefore, it is likely that the research proposed here can provide information to and utilize information from endeavors concerned with closed-basin flooding in other western states.

Proposed Methods and Procedures

The methods and procedures proposed here are in two parts. The first is a general reassessment of the 1982 Corps of Engineers report as previously discussed. Both the alternatives for closed-basin flood control and the environmental impact of flood control are re-examined. The second part is subdivided into both a re-evaluation of the costs of flood control alternatives, and a re-evaluation of the respective benefits arising from flood control.

Analysis of 1982 Army Corps Report

Rationalization of Alternatives. The Reconnaissance Report performed by the Army Corps of Engineers in September 1982 does not stipulate why the five measures for flood control, as presented, were chosen. The report draws on statements from the Malheur Wildlife Refuge as well as existing studies performed on Harney Basin in rationalizing the choice of structural and nonstructural alternatives. The general implication is that due to the nature of a reconnaissance report (severe time and money constraints) the Corps considered those five measures as sufficient options to the flooding problem. [See Addendum 2.]

Rationalization of Environmental Impact of Flood Control. The Malheur Wildlife Refuge's reaction to a drainage canal (measure 2) requires further explanation. No mention was made in the Corps' report of how much water is necessary for the Refuge to maintain the protection and enhancement of colonial nesting species. Perhaps, if a drainage canal were constructed with a flood gate at the west (Harney Basin) end, flood water could be maintained at a prescribed level without widespread innundation of the basin.

The Refuge was also quoted as saying that basin drainage would be a "... cause celebre for environmental groups...." Certainly any structural measure is going to meet some opposition. It is unclear, however, why this should prevent some basin drainage or how environmental groups' opinion would interfere with management of the wildlife refuge.

Finally, the Malheur Wildlife Refuge stipulated that an extensive environmental assessment would be required before the Refuge could complete its review responsibility for the canal project. Similarly, the Corps of Engineers in the same report made clear that the drainage canal "... could not be completed, and enough water drained off, in time to prevent further flood damage this year [1982]. Thus, the project did not quality as an emergency measures...."[17/] Both statements refer to the analysis of the flooding and the construction of flood control devices as procedures requiring time. The implication is that there are institutional constraints either in protocol or in respective budgets of the Corps and Refuge that are preventing an environmental assessment, a construction project, or other actions from taking place. Perhaps these constraints could be removed or modified if the implications and consequences of prolonged flooding in the basin were better understood.

Evaluating the Methodology Used in Previous Studies

Re-Evaluation of Flood Control Costs. At present there are several estimates of the cost of flood damage in the Harney Basin. Existing sources of flood cost data include the 1982 Corps Reconnaissance Report, the

1983 field investigation performed by the corps, and the United States Department of Agriculture Natural Disaster Damage Assessment Report of 1983. The Reconnaissance Report calculated a damage estimate based on a Malheur Lake elevation of 4,095.8 feet above mean sea level, with the lake surface covering 76,000 acres. This estimate included the values of the loss of hay; the loss of meadow and grazing land; road repair; alternative housing for evacuated families; and repair costs for wells, septic systems and irrigation structures. The total figure for net damages in 1982 equalled $803,500. The average annual damages were calculated from 45 years of data on Malheur Lake levels. Above a certain surface area, 60,000 acres of greater, damages were incurred and recorded in that 45 year span. The total 45 year damage in 1982 dollars was calculated and then divided by 45 to obtain an average annual damage amount equal to $30,000.

The 1983 field investigation conducted for the drainage canal measure by the Corps did not re-evaluate the flood damage costs. In a letter to U.S. Senator Robert Packwood the following excerpt presents the field investigation's conclusion: "... An analysis, assuming the present wet cycle [in eastern Oregon] will continue to 1990 before the lake [Malheur] level falls below a 15 year flood level, produces a B/C [benefit-to-cost ratio] of less than 0.2 to 1...."[18/] The construction cost for the drainage canal was estimated at $19,940,000. The damage expected by a 15 year flood level was not provided in dollar amounts. Also the planning horizon or life span of the proposed drainage canal was not provided. It is difficult to reproduce the Corps' benefit-to-cost ratio without the average annual flood damage figures.

As the flooded area continues to expand, damages increase. None of the three earlier studies have been able to clearly and exhaustively define the costs associated with the current flooding. The Corps Reconnaissance Report did not mention the losses incurred by flooding to farmers for unplanted grain. Similarly, no account was taken of lost tourism revenue or property tax to the county due to the flooding. The Corps utilized flood damage records from 1938-1965 and 1983. A yearly cost figure, due to flooding, of $30,000 for a 45 year period was derived from only 28 years of data (1938-1965; 1982). The USDA Damage Assessment Report only provided flood damage cost estimates through the summer of 1983, and estimates for potential flooding costs were largely unsubstantiated.

Re-Evaluation of Benefits. One intent of the research proposed here is to derive specific cost amounts related to flooding since the beginning of 1982, and to predict the costs that may be incurred from future flooding. These future costs are to be based on estimates of future flood damage. Expected future flood damages will, in turn, be derived from available hydrological and geological data. "... A statistical model is then used to predict the estimated average annual flood damages which would be expected to occur over the next 100 years. These prevented damages are a measure of the expected benefits...."[19] These benefits will be used in conjunction with the estimated construction costs of flood control alternatives to calculate both "ex post" and expected "ex ante" benefit-to-cost ratios. It is essential to the analysis to determine the costs attributable to flood damage since these are the benefits of flood control and are a component of the benefit-to-cost ratios -- the decision criteria for structural alternatives for flood control. Furthermore, additional benefits often may be left out inadvertently deleted the overall benefits estimation process (see Table 1).

Table 1. Potential Benefits Due to Flood Control.

Category	Specific Activity
Flood Damage Reduction	(a) Reduce physical and economic damage of agricultural and other commercial/residential properties in flooded or flood-prone areas. (b) Maintain county property tax revenues. (c) Prevent roadway/roadbed damage and reconstruction/relocation costs
Potential Irrigation Reservoir	Maintain, increase agricultural production in Harney Basin and Malheur Basin.
Recreation Opportunities	Re-establish tourism revenues when Highway 205 reopens to Malheur National Wildlife Refuge/Steens Mountains. Increase recreational opportunities if reservoir is constructed.
Secondary Benefits	Commercial gains in nearby communities due to re-established financial stability of agricultural producers in Harney Basin.

The costs of flood damage may be evaluated chronologically; that is to say that total costs equal current costs plus (discounted) future costs. There is some evidence that the benefits of flood reduction may have been inadvertently underestimated, with regard to future flood damage costs, in the Corps economic analysis of the Harney Basin flooding problem. Since the analysis was conducted in 1982, no reference was made to the possible flooding of areas immediately adjacent to Burns or to the east and west of Burns. A worse case scenario of continual five foot a year elevation increases by Malheur Lake through 1985 is entirely possible. This degree of flooding would practically isolate Burns except to helicopter transportation. The costs for municipal subsistence or relocation in this scenario could be staggering. And conversely the benefits of flood reduction would be greatly increased.

As mentioned previously, water once ran from Malheur Lake into the south fork of the Malheur River via the Malheur Gap near Princeton. Perhaps, if the Corps were to dredge this existing drainage, the basin could be drained of some of the flood water for less than was estimated in the 1983 field investigation. A headgate could be installed at the lake end of the channel in order to maintain a constant lake level as well as to release flood waters periodically.[20/] This would present a structural alternative not previously considered by the Corps.

If the Corps or any other organization were to construct a flood control project in the Harney Basin, a great deal of possible flooding could be prevented. Not only would in-basin flooding be reduced but the possibility of flooding into the Malheur River and Snake River systems of basin waters would be nearly eliminated. As in the worst case scenario of five feet per year lake elevation increases through 1985, the water itself could dredge out the existing canal. This would result in an instantaneous surge of water into the Malheur and Snake River systems as would a great deal of siltation and erosion of the present drainages in the Malheur River Basin. This spill and surge of original Harney Basin waters is a large potential cost of flooding not recognized in the Corps report. Furthermore, it constitutes a potential benefit of flood reduction which increases the feasibility of reopening the existing natural channel.

One particular type of benefit mentioned in passing, and perhaps inadvertently ignored in the 1982 Corps of Engineers report, is secondary benefits. "... Secondary benefits are defined as increases in community incomes created as a result of expenditures made in generating the primary benefits...."[21/] If in the Harney Basin agricultural production resumes or perhaps increases because of flood control and a steady supply of irrigation water, more agricultural products are likely to be processed locally, and farmers will purchase additional supplies locally for their production activities. In the presence of standing flood waters the agricultural production in the Harney Basin has been reduced. Consequently local purchases of supplies have been reduced. Such as the secondary benefits foregone in light of the prolonged flooding. These secondary benefits generally fall under the regional economic development account, again raising questions with regard to institutional resource development policy and the respective roles of decision criterion versus informational display accounts.

Identification of Variables

Given the preliminary problem analysis described above, it is possible to identify the major categories of information needed for the achievement of the first objective of the proposed research. With this information in hand, it is in turn possible to assess the adequacy of the existing principles, standards, and procedures for the evaluation of flood mitigation alternatives in the closed-basin context.

Benefits of Flood Reduction

(A) Average production losses per homestead per year due to flooding.

(B) Average commercial and net household income loss per year in nearby communities, due to the financial distress of basin homesteads.

(C) Average yearly property tax losses due to property devaluation, due in turn to flooding.

(D) Average yearly tourist revenue losses experienced by the county, due to flooding.

(E) Costs of roadbed maintenance and repair per year, due to flooding.

(F) The cost of rehabilitation of once productive land in the Harney Basin.

Data for Flood Occurrence and Annual Related Damages

(A) Weather data for precipitation levels in the region by year.

(B) Evaporation rate of water out of the basin by season.

(C) The relationship between precipitation levels and basin inflow.

(D) The relationship between lake expansion and the topography of Harney Basin.

The last four items are important for the prediction of future flood damage, given alternative annual precipitation scenarios. A relationship between past, present, and future levels of Malheur Lake and observed precipitation patterns is needed in order to determine the probability of flood damage and the extent of that damage in a given year. In that closed-basin flooding is a prolonged event, successive years of high precipitation could be expected to lead to increased flood damage costs in future time periods.

Data Collection

Several different data collection activities may be associated with the estimation of costs and benefits. Secondary data drawing on past agricultural production and regional economic studies in Harney County, and adjacent areas, may be used to ascertain production and income losses due to flooding. Direct surveys of residents in the Burns-Hines-Harney Basin area also could reveal some costs inflicted by the flooding. Current county assessor's figures pertaining to land value also may provide estimates of costs incurred due to flood damage. This latter type could remove the operation-to-operation variability arising from differences in management as well.

Secondary costs, or foregone benefits, are difficult and more complicated to calculate. Since these costs are based on estimates of the secondary income impact of possible flood control projects, models of regional economic activity are required for their estimation. Such models do exist for two adjacent counties (Grant and Baker), and may be modified for Harney County as used as a basis for developing secondary cost and benefit estimates.

FOOTNOTES

1/ Utah Water Research Laboratory, "Forecast on Great Salt Lake Levels," mimeographed, Logan, Utah: Utah State University, 1983.

2/ Long, Ruben, A. and E.R. Jackman. The Oregon Desert. Corvallis: State University Press, 1958.

3/ Personal communication: Arleigh Isley, Grant County Extension Agent, February 9, 1984.

4/ Ibid.

5/ Agricultural Stabilization and Conservation Service, United States Department of Agriculture, "Natural Disaster Damage Assessment Report," Harney county, Oregon, Office, May 1983.

6/ United States Army Corps of Engineers, "Malheur Lake, Harney County, Oregon; Section 205 Flood Control Study Reconnaissance Report," Portland, Oregon, September 1982.

7/ Personal communication: Lyle Phinney, Structural Engineer, U.S. Army Corps of Engineers, February 9, 1984.

8/ "Section 205 Flood Control Study Reconnaissance Report, op. cit.

9/ Ibid.

10/ Ibid.

[11] State of Oregon Emergency Management Division, "Summary of Findings -- Harney County," Salem, April 1983.

[12] United States Army Corps of Engineers: Correspondence to Senator Robert Packwood, Portland, Oregon, July 14, 1983.

[13] "Natural Disaster Damage Assessment Report," op. cit.

[14] David Chamberlain, Harney County Extension Agent: Correspondence to Frederick Obermiller, Oregon State University, Burns, Oregon, October 28, 1983.

[15] Personal communication: David Chamberlain, Harney County Extension agent, February 7, 1984. Presently the Environmental Remote Sensing Applications Laboratory (ERSAL), Oregon State University, is preparing a satellite photograph of the Harney Basin. A 1:100,000 scale U.S.G.S. map will be superimposed upon the photograph to show the relative position of roads, towns, and topographical demarcations with reference to the flooding. When available, the remote imagery-based map will provide more precise information on the physical dimensions of the existing, and potential future, flooding problem.

[16] Frederick W. Obermiller and Linda E. Wear. "National Economic Efficiency Versus Local Community Stability Goals in Public Land Management: A Review of Relevant Literature." Oregon State University, October 14, 1982 and all citations therein.

17/ "Section 205 Flood Control Reconnaissance Report," op. cit.

18/ Correspondence to Senator Packwood, op. cit.

19/ Roger Kraynick and Herbert H. Stoevener, "An Economic Study of Three Small Watershed Projects in Midlife: Performance Evaluation," Oregon State University, Corvallis, Oregon, October 1981 and all citations therein.

20/ Personal communication: Arleigh Isley, Grant County Extension Agent, February 9, 1984.

21/ "Section 205 Flood Control Reconnaissance Report," op. cit.

ADDENDUM 1

Four planning standards are identified in Senate Document 97, "Policies, Standards, and Procedures in the Formulation, Evaluation, and Review of Plans for Use and Development of Water and Related Land Resources," [1962]. National economic development was interpreted to imply benefit-cost analysis as a strict search for potential Pareto-improvements; while regional economic development included "... secondary benefits attributable to the project for a regional, state, or local viewpoint." State well-being, on the other hand, referred in part to the distributional equity components of project evaluation.... The environmental quality standard included consideration of "... intangible values not measured by the contribution of quality to the market value of uses of the resource.[a/]

A system of four accounts was developed to reflect society's multiple objectives in natural resource development and use, "Principles for Planning Water and Related Resources" developed in 1970 by the Water Resources Council stated that "... no one objective has inherently greater claim on water and land use than any other..." [loc. cit., p. 5].

The Federal Register, September 10, 1973 [38 FR 24778] implied that the objectives of water and land resource planning were reduced to the enhancement of national economic development and to the enhancement of the quality of the environment. Although President Carter, in 1978, requested a revisions of the 1973 Principles and Standards, President Reagan terminated Water Resources Council funding in September 1981.

[a/] Obermiller, Frederick W. and Linda E. Wear, "National Economic Efficiency Versus Local Community Stability Goals in Public Land Management: A Review of Relevant Literature," Oregon State University, October 14, 1982 and all citations therein.

Updated versions of the National Economic Development and Environmental Quality accounts were published prior to the termination of Council funding. However, the 1973 Principles and Standards with respect to the Regional Economic Development and Social Well-Being account, remain in effect as no revisions were published prior to the cancellation of Water Resources Council funding in 1981. At present the decision accounts for federal land and water resource management programs are environmental quality and economic efficiency, with local or regional values gained or foregone, and their distribution, noted but not serving as decision criteria.

ADDENDUM 2

At present the Sector 205 Flood Control Study, Reconnaissance Report prepared by the Army Corps of Engineers out of Portland, Oregon, office constitutes the main study pertaining to the Harney Basin flooding problem.

It seems reasonable to request research funding directly from the Corps of Engineers as they are the federal agency responsible for food control studies and projects.

However, the Portland office as of February 1984 does not have any further funds available for a study on the Harney Basin, in addition to their field investigation and reconnaissance report. No further study was planned since the Corps' field investigation and reconnaissance report concluded that flood control was economically infeasible.[a/]

[a/] Personal communication: Joel Heidel, Chief of Plan Formulation, Army Corps of Engineers, Portland, Oregon, February 28, 1984.

AN ECONOMIC ASSESSMENT OF THE IMPACT OF FLOODING IN A CLOSED BASIN: HARNEY COUNTY, OREGON

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1. Problem

As in Utah and Nevada, portions of Eastern Oregon are afflicted by a prolonged and relatively unique flooding problem: closed basin flooding [Utah Water Research Laboratory, 1983; State of Oregon Emergency Management Division, 1983]. The problem is particularly acute in the Harney Basin in central Harney County, where continual flooding has been experienced since April 1982. As the extent of basin flooding has increased, two basin lakes (Harney and Malheur) have merged and, as of January 1984, form a system covering in excess of 150,000 surface acres. In contrast, between 1938 and 1965 the lakes occupied an area approximately 46,000 surface acres in size [United States Army Corps of Engineers, 1982]. Over the past two years, precipitation in the area has been 150-200 percent above normal averages. Consequently, lake surface elevations have risen from 4,093 feet above mean sea level prior to 1982; to 4,099 feet as of January 1984. Snowpack in surrounding mountains is well above normal, and represents another two feet in increased surface elevation within the next few months; and above normal rainfall is expected through fall 1984 as well.

The local consequences of closed basin flooding have been relatively severe. As of May 1983, 112 agricultural homesteads had been adversely affected, and 64 of these operations had suffered at least a 50 percent decline in value of output [Agricultural Stabilization and Conservation Service, 1983]. Some 27 properties had been or shortly would be evacuated. Property tax receipts had declined by over $100,000. Highway access to the Steens Mountains and Malheur National Wildlife Refuge was and remains flooded, meaning reduced tourist revenues. The County had spent one-half million dollars repairing flood damaged roads. Saturated soils on adjacent lands were leading to reduced crop yields. Increases in farm and ranch foreclosures and bankruptcies were being observed; and local lending institutions were increasingly reluctant to extend credit to affected farm operators.

These adversities have directed public attention to the closed basin flooding problem, but a constructive solution has not been forthcoming. A 1982 Corps of Engineers Reconnaissance Report concluded that various structural solutions to the problem were economically infeasible, and/or environmentally unacceptable [United States Army Corps of Engineers, 1982]. In response, the Oregon Emergency Management Division recommended further evaluation by the Corps as well as consideration of additional nonstructural actions [loc cit.]. The Corps acceded to the request with a field investigation in 1983, but did not alter its original conclusions [United States Army Corps of Engineers, 1983a and 1983b]. The ASCS "Natural Disaster

Damage Assessment Report," also issued in 1983, contradicted many of the damage cost estimates used by the Corps [loc cit.]. In response to these actions and findings, the Harney County Emergency Board, Harney County Soil and Water Conservation District, Harney County Court, and Harney County Extension Service turned in October 1983 to Oregon State University for assistance in documenting the costs and benefits of current and future flooding — and attendant mitigation actions — in the Harney Basin [letter from David Chamberlain to Frederick W. Obermiller, 1983].

2. Relationship to WRRI Research Priorities

In response to the local request for assistance, Oregon State University conducted a problem analysis, leading in part to the problem definition highlighted above [McLeod, 1984]. The problem clearly is one of local and state significance (similar problems are being experienced in other parts of Eastern Oregon), and is similar to problems being experienced in other western states as well. Its ramifications include valuation of water resource developments in the context of approaches to the control of closed basin flooding; associated environmental tradeoffs (impacts of control measures on Malheur National Wildlife Refuge aquatic resources and/or Malheur River system water quality); and local induced income effects, including distributions of income effects among groups. The primary need is for the development and implementation of methodology relevant to the economic and environmental analysis of closed basin flooding, for various structural and nonstructural solution options.

3. Objectives

The objectives of the proposed study relate, in part, to the provision of knowledge and understanding needed for informed decision-making by affected publics at the local and state levels; and in part to the adequacy and appropriateness of existing principles, standards, and procedures used in the evaluation of closed basin flooding and its control. They are as follows:

a. To provide an information base for institutional decision-making at the county, state, and federal levels with respect to the benefits (prevented costs) of prolonged closed basin flooding and associated environmental tradeoffs.

b. To evaluate the adequacy of existing Water Resources Council Principles, Standards, and Procedures for the evaluation of the costs and benefits of closed basin flooding and its control (see Federal Register, December 14, 1979 [18 CFR Part 713]).

c. To evaluate the adequacy of procedures used by the United States Army Corps of Engineers in the evaluation of the costs and benefits of closed basin flooding and its control.

d. To provide a constructive basis for modifying the aforementioned guidelines for the evaluation of the closed basin flooding phenomena, should the findings of the study so warrant.

4. Related Research

Due, in all likelihood, to the fact that closed basin flooding has not been an observed phenomena in this century, the problem has received little if any attention by the academic community. Exceptions, in the present instance, include geographic inquiries as to the extent and possible future scope of basin flooding using remote imagery-based maps currently being prepared by the Environmental Remote Sensing Applications Laboratory, Oregon State University; and archival research to determine historical flooding patterns in Harney Basin being conducted by University of Oregon geographers.

Less directly related to the evaluation of closed basin flooding per se, but germane to the hydrologic and economic dimensions of the problem, are two main bodies of academic literature. The first of these two sets of literature relate, more or less directly, to the economic analysis of flooding, although most of this literature relates to more conventional forms of seasonal or flash flooding [Gerald and Harpnk, 1979; Klingeman et al., 1971; Magura and Wood, 1980; Morin et al. 1981; Park and Miller, 1979; Rettger and Boisvert, 1979; Thompson, 1981]. The second set of relevant academic literature relates to economic decision criteria for public investment in natural resources, and hence by implication to the economic evaluation of public investments in the control of natural hazards such as closed basin flooding. Much of this literature is concerned with the adequacy and/or appropriateness of the accounting system promulgated by the United States Water Resources Council, whereby the objectives of water resource investments are reduced to enhanced national economic efficiency and/or environmental quality, while regional economic activity and the social welfare of local publics are relegated to informational status [Castle and Youmans, 1968; Eisel et. al., 1982; Haveman, 1972; Haveman and Weisbrod, 1977; Howe, 1971; Kalter, 1969; Kelso, 1966; Kraynick et al., 1981; Kraynick and Stoevener, 1981; Maass, 1965; Obermiller and Wear, 1982; Roca, 1969].

The current closed basin flooding problem has, of course, generated various institutional responses as summarized earlier. These include the published forecast on Great Salk Lake surface elevation levels; both Harney Basin project reports published by the Corps of Engineers; the damage assessment and action reports developed by the State of Oregon and by the United States Department of Agriculture; and miscellaneous correspondence including the previously referenced letter with attachments from the Harney County Extension agent as well as a Corps letter to Senator Robert Packwood dated July 14, 1983. The problem continues to receive attention in the public news media.

5. Methods and Procedures

At the Federal level, guidelines for the evaluation of benefits to the control of agricultural floodwaters are the "Procedures for Evaluation of National Economic Development (NED) Benefits and Costs in Water Resources Planning (Level C); Final Rule," codified in the December 14, 1979, Federal Register [loc cit.]. The procedures in question are relatively straightforward. Benefits are represented by prevented crop and physical structure damages with, versus without, the flood control project. Local information needs include cropping patterns and yields with and without the project and associated production costs. Crop prices are furnished by the Water Resources Council. Give the assumptions of the underlying efficiency model, changes in net farm income associated with the production of ten basic field crops (or the value of efficiency gains for specialty crops), are used as the proxy for flood control benefits. These benefits are then weighted by probability of future loss estimates using hydrologic (historical reoccurrence) data to yield expected primary project benefits. As noted, damage to floodplain structures may be added to this sum. The grand sum of expected benefits is then compared with the cost of structural control alternatives, and the economic feasibility of each alternative is assessed. In the Harney Basin instance, the Corps (using internal regulations consistent with the Council's directives) determined that the benefits so valued were outweighed by costs under each of four structural alternatives.

A number of issues thus are raised relative to the evaluation procedure. First, a primary agricultural commodity displaced by Harney Basin flooding has been domestic livestock (cattle) for which no Council-supplied "price" exists. Second, local information on both area yields and associated production costs is sparse, although obtainable. Third, market prices for agricultural commodities in rural western communities may, and often do, vary substantially from "efficient" commodity prices valued at the national level. Fourth, closed basin flooding can, and in the present case has, led to preventable damages (transportation, recreation, etc.) other than those enumerated by the Council and Corps. Fifth, structural solutions such as headwater dams may themselves be multipurpose in character, further expanding the scope of intended primary benefits. There is evidence that these issues were not addressed by the Corps in its reconnaissance and field investigation reports, which may explain the discrepancies between the findings of the Corps and the preliminary damage estimates furnished by the Agricultural Stabilization and Conservation Service. And as is customary in national economic development analyses, none of the local secondary income losses experienced due to the decline in area agricultural output were counted as benefits to structural control alternatives.

To address these issues, several activities are proposed. Collectively, they involve specification and measurement of market vis-a-vis efficient primary and secondary benefits for each structural alternative, including those which are multipurpose in character. These will be compared with measures released by the Corps in accordance with Council guidelines, and discrepancies, if any, explained. Should there appear to be major differences between benefits as estimated by the Corps versus those estimated here, a constructive basis for modifying existing guidelines for closed basin flooding situations will have been developed.

Local data on cropping patterns, yields, prices, and associated production costs will be collected from area farmers, ranchers, and the Harney County Extension Office. The Harney County Assessor's Office will provide data on property value impacts; and the County Court will provide information on transportation costs. The Malheur National Wildlife Refuge will be the source of data on tourism impacts. Using these data sources, the primary benefits to flood control using observed market values will be estimated. Through liaison with the Corps of Engineers, ERSAL, and others the expected future values of project benefits will be developed. These observed primary benefits will be compared with those released by the Corps under Council guidelines, and discrepancies explained.

The primary local data then will be used to estimate secondary benefits relying on existing input-output models for adjacent counties, modified to account for structural differences in Harney County. These procedures are as reported by Kraynick et al. [loc cit.] and Obermiller (see Summary Vita, publications 4, 5, 6, 7, 8, 12, 13, and 14). Using these models and procedures, information related to both of the "non-decision" accounts (Regional Economic Development and Social Well Being), neither of which have been previously considered in the evaluation of the closed basin flooding problem, will be provided. With this additional information, as well as the market-based measures of primary benefits, a basis will exist for more informed, and perhaps more acceptable, decision-making at the local, state, and federal levels.

6. Education Potential

The research proposed here presents three educational opportunities. (1) Graduate and undergraduate students working on the project will receive formal training. (2) Local and state-level publics will receive extension education. (3) Agency personnel will be offered professional development opportunities.

Students to be involved include Donald M. McLeod, a M.S. student in the Department of Agricultural and Resource Economics, specializing in resource economics and rural development. McLeod will complete a M.S. thesis dealing with the economic impact of closed basin flooding and alternative control measures by June 1985. Cynthia S. Rugger, a M.S. student in the Department of Geography specializing in environmental planning will complete a M.S. paper dealing with the economic and environmental geography of closed basin flooding by December 1984. One or more undergraduate students in either or both departments will have the opportunity to participate in various phases of the research effort.

The Principal Investigator, who has a split research, extension, and teaching appointment, will conduct extension workshops and other training activities in conjunction with, and following completion of, the research effort. Clientele will include local agricultural, recreational, and business interests; local and state-level officials; and resource managers and planners associated with land management, water management, and wildlife management agencies.

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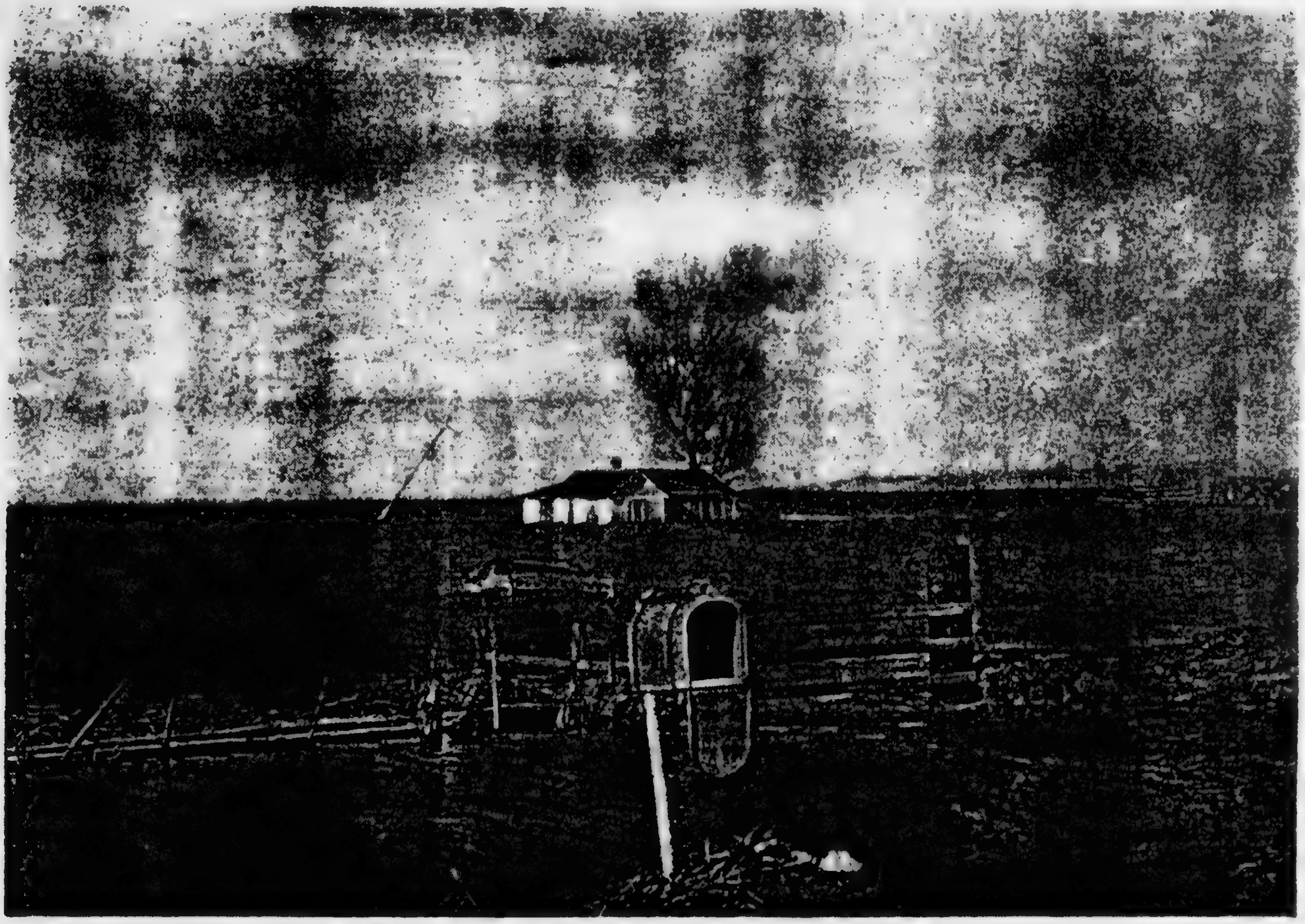
HARNEY BASIN FLOOD

LEGAL, ECONOMIC AND ENVIRONMENTAL IMPACTS

SUMMARY REPORT



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HARNEY BASIN FLOOD
LEGAL, ECONOMIC AND ENVIRONMENTAL IMPACTS

SUMMARY REPORT

INTRODUCTION

This report is a compilation of data and information contributed by a large number of federal, state and local governmental units, private enterprise, groups and individuals in Harney and Malheur Counties relating to an unprecedented flooding situation in the Harney Basin. Legal, economic and environmental impacts, both actual and potential, are examined, along with various proposed resolution options and their related ramifications.

Much of the information presented here has been excerpted from letters, reports and impact assessments previously submitted to one or more federal and state agencies by authorities in Harney and Malheur Counties. Figures have been updated where possible, but some redundancy with previous reports is unavoidable.

Because of the unprecedented nature of the situation, the magnitude of existing and potential problems and many unpredictable factors, much controversy and many conflicting viewpoints are circulating locally creating polarity between agencies, groups and individuals. This report makes no attempt to endorse or concur with any of these differing perspectives or opinions. The object of this report is to present a comprehensive and objective summary of the facts as they are known, together with some estimates of the potential impacts each of the proposed resolution options presents or may present.

BACKGROUND

Harney County is located in the southeastern part of the state (figure #1) and is the largest county in Oregon, having an area of 10,228 square miles. Its major industries are forestry, manufacturing, livestock raising and agriculture. The county has a population of 7,515 of which 4,350 persons live within the cities of Hines and Burns. The County Seat is located in Burns, which stands at an elevation of 4,148 feet.

The principal topographic features of Harney County include the Steens Mountains to the south, the Strawberry, Snow and Aldrich Mountains to the north (located mainly in Grant County), and the Harney Basin; a large, circular depression in the central part of the county which has no natural drainage outlet. A prehistoric stream channel originates along the eastern rim of the Basin near the town of New Princeton, and runs parallel to State Highway 78 southeast for about 17 miles, terminating at a point just south and west of Malheur Cave. Geologists estimate there has been no significant stream flow in the channel in at least 6,000 years.

Harney County shares with Grant County the largest Ponderosa pine forest in the nation and has more than 100,000 head of beef cattle on its vast ranges. Its abundance of game, numerous campsites and excellent fishing have stimulated fast-growing recreational activities. The Malheur National Wildlife Refuge, located south of Hines and Burns in Harney County, covers 180,853 acres. One of the most important of over 380 bird and animal refuges scattered across the country, it was established by President Theodore Roosevelt in 1908. Both Malheur and Harney Lakes, in the Harney Basin, are within the refuge boundary.

The Harney Basin's complex of three lakes, Harney, Malheur and Mud, provide the major storage of water in the county. Major rivers providing drainage from the mountains include the Silvies River and the Donner Und Blitzen River, both of which flow into Malheur Lake. The size of the lakes has varied widely over the years from nearly dry to thousands of acres, depending upon the amount of rain and snowfall and the annual runoff.

The Harney Basin is one of the largest compact bodies of nearly level lakebed alluvium in eastern Oregon, extending about 25 miles east and west by 15 to 20 miles north and south, with an area of somewhat more than 250,000 acres.

Malheur Lake levels fluctuate annually depending on the total runoff available. Whenever the lake level rises above elevation 4,091.5 feet, overflow occurs from Malheur Lake into Mud Lake at an area known as The Narrows. When the level rises above 4,093.5 feet there is overflow from Mud Lake into Harney Lake. Harney Lake normally has a water surface elevation about eight feet lower than Malheur Lake. During extremely dry years, such as 1889, 1924, 1934 and 1977, these lakes have been virtually dry.

The area of Malheur Lake varies from an average minimum of about 25,000 acres to an average maximum of 45,000 acres. At this higher stage, it contributes a rather large flow to Harney Lake through The Narrows. The maximum depth of Malheur Lake at normal stage is not more than seven feet.

A 1967 Basin Study conducted by the Oregon Water Resources Board reported the chemical quality of surface and ground water in the Malheur Lake Basin is generally good, but tests have revealed potentially toxic amounts of sodium salts and boron in wells and springs in small areas north of Harney Lake, along the Poison Creek watercourse and east of Malheur Lake. Salinity of both surface and ground water increases as the water moves toward Malheur and Harney Lakes. Use of the marginal and unsatisfactory water on presently alkaline or poorly drained soils, where excess salts can not be leached downward beyond the crop root zone, results in an adverse effect on crop yields.

Harney Lake is the ultimate sump for Harney Basin. Having no outlet, its water is extremely alkaline. This high alkalinity combined with frequent periods of desiccation, prevents the establishment of aquatic vegetation. When Harney Lake is not a dry, alkali lakebed, it is either a mud flat or open water. Occasionally, following periods of desiccation, its water supports populations of invertebrates, which are utilized by waterfowl.

Technicians conducted studies in 1965 which showed that alkalinity of Malheur Lake water ranged from moderately saline (pH 7.9) in the west and center sections to alkaline (pH 8.6) in the eastern restricted section behind Cole Island dike. Alkalinity apparently varies considerably between high and low water years and seasons.

The soils in the area are extremely shallow in depth, light in texture, and susceptible to erosion except for alluvial fans at the mouth of many of the streams. These deltas supply the lands most suitable for cultivation and other agricultural purposes.

The Malheur Lake Basin is essentially a livestock producing area, and agriculture, of necessity, is devoted largely to the production of feed crops for livestock. With the short growing season, commercial crop production is limited generally to hardy varieties of alfalfa, pasture mixes, wild hay and spring grain.

PROBLEM OVERVIEW

For the past three years, the county has received unprecedented snowfall in the mountains and rainfall across the county. These abnormal conditions have resulted in a progressive filling of the Harney Basin with water to a level that, this year, is predicted to reach 4,101.5 feet. The normal lake area of some 45,000 acres is forecast to expand to some 115,000 acres by July 1, 1984. Each one-foot rise in the lake water level inundates 8,500 to 9,000 acres. Measurements taken by the U.S. Soil Conservation Service during the week of April 12, 1984, place the lake elevation at 4,100.33 feet, covering 108,000 acres. This current level is the highest in recorded weather history, and by account exceeds levels recorded in the verbal history of the Paiute Tribe.

U.S. Soil Conservation Service snow survey reports predict abundant water supplies for this (1984) spring and summer in Harney County. The snowpack remains high at 1½ times to twice normal. January precipitation was only 19% of average, but it remains high (121%) for the winter season. Streamflows will recede about two weeks later than normal. Streamflows range from 131% of average for the Silvies to 194% for Silver Creek.

A hydrologic model of Malheur and Harney Lakes has been developed by the U.S. Soil Conservation Service to estimate the expected stages of the lakes through September of 1985. Two models were developed, one calculating 200% normal run-off and normal evaporation rates through September 1984 with normal run-off and normal evaporation from October 1984 through September 1985. The second model calculates the stages for 200% normal run-off and 83% normal evaporation for both 1984 and 1985. Forecast figures for each model are given below in Table 1.

TABLE 1

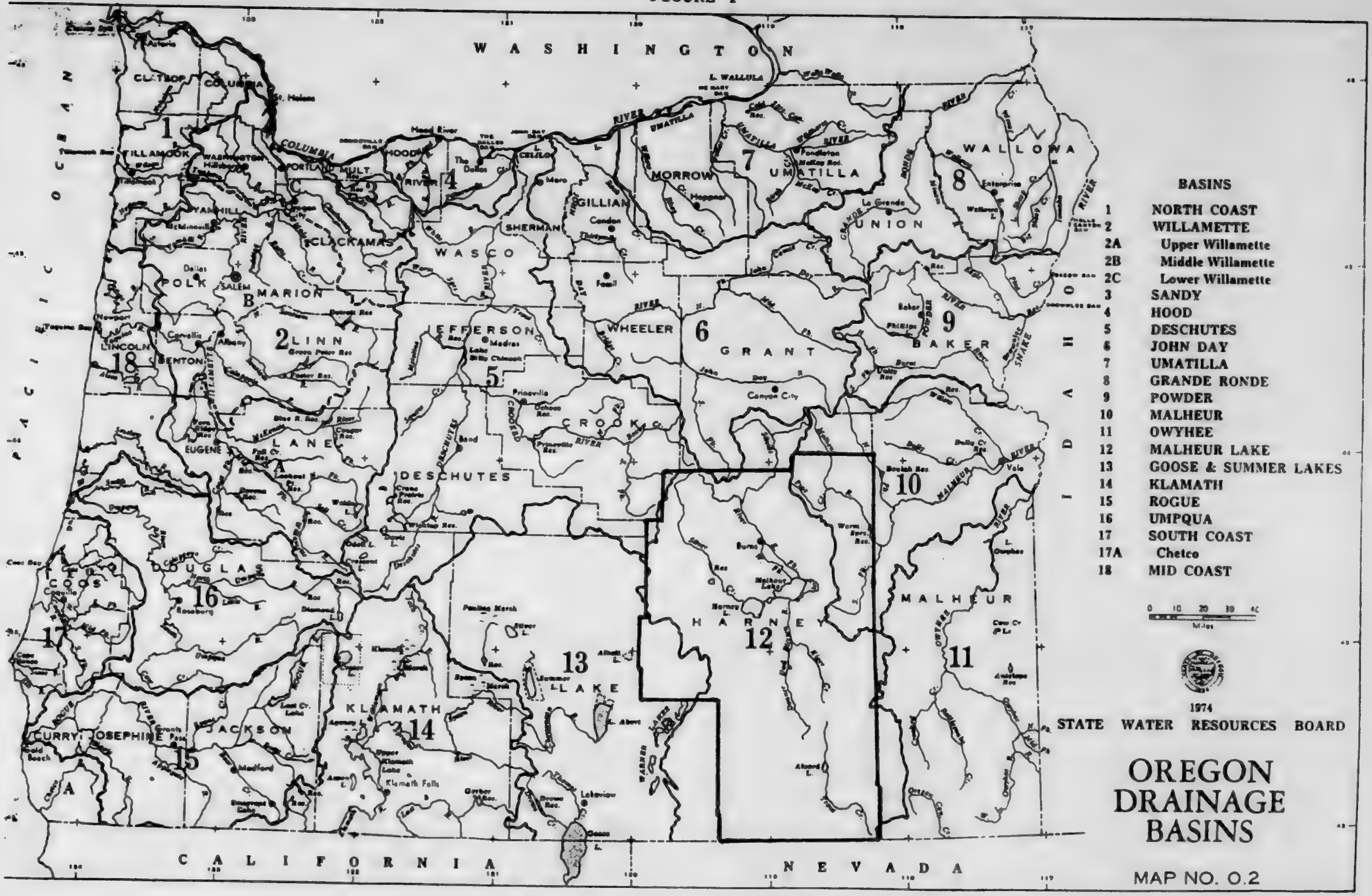
Model 1

1984	200% normal run-off, normal evaporation. Elevation:
DEC	4,098.5
JAN	4,099.0
FEB	4,099.3
MAR	4,100.0
APR	4,100.9
MAY	4,101.5
JUN	4,101.2
JUL	4,100.5
AUG	4,099.9
SEP	4,099.5
	Normal run-off, normal evaporation.
OCT	4,099.6
NOV	4,099.8
DEC	4,099.9
1985	
JAN	4,100.1
FEB	4,100.4
MAR	4,100.7
APR	4,101.2
MAY	4,101.3
JUN	4,100.9
JUL	4,100.1
AUG	4,099.4
SEP	4,099.0

Model 2

1984	200% normal run-off, 83% normal evaporation. Elevation:
DEC	4,098.5
JAN	4,099.0
FEB	4,099.4
MAR	4,100.2
APR	4,101.0
MAY	4,101.8
JUN	4,101.4
JUL	4,101.2
AUG	4,100.6
SEP	4,100.3
OCT	4,100.4
NOV	4,100.5
DEC	4,100.6
1985	
JAN	4,100.9
FEB	4,101.3
MAR	4,101.9
APR	4,102.9
MAY	4,103.4
JUN	4,103.2
JUL	4,102.6
AUG	4,102.1
SEP	4,101.8

FIGURE 1


WASHINGTON
PACIFIC OCEAN
CALIFORNIA
NEVADA
IDAHO
COLUMBIA RIVER
SNAKE RIVER
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULT.
HOOD
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
YAMHILL
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
JEFFERSON
WHEELER
GRANT
BAKER
CROOK
LANE
DESCHUTES
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
A
B
C
BASINS
1 NORTH COAST
2 WILLAMETTE
2A Upper Willamette
2B Middle Willamette
2C Lower Willamette
3 SANDY
4 HOOD
5 DESCHUTES
6 JOHN DAY
7 UMATILLA
8 GRANDE RONDE
9 POWDER
10 MALHEUR
11 OWYHEE
12 MALHEUR LAKE
13 GOOSE & SUMMER LAKES
14 KLAMATH
15 ROGUE
16 UMPQUA
17 SOUTH COAST
17A Chetco
18 MID COAST
0 10 20 30 40
Miles
1974
STATE WATER RESOURCES BOARD
OREGON DRAINAGE BASINS
MAP NO. O.2

At the lake's present elevation of 4,100.33, there is no distinction between the three lakes. Malheur, Harney and Mud Lakes are all joined as one. The National Weather Service and the U.S. Soil Conservation Service report that the lake is large enough now that it may be having an influence on local weather patterns. The past two years have been cooler and wetter than normal and it may be that a long-range change in the climatic cycle will continue to produce above average run-off into an unforeseeable future. There are some who disagree with this theory, claiming that the El Nino Effect has influenced anomalous weather patterns throughout the Great Basin for the past two years.

The gradual flooding over the past three years, slowly submerging more and more acreage, is forcing second and third generation ranch families from their homes. To date, 18 families have been forced to evacuate from the area. Ranch operations have been severely reduced or curtailed, and ranchers have moved their livestock to other areas. The Bureau of Land Management has been leasing forage for the displaced stock, but they say their available forage will be exhausted this year unless they have an unusually good growing season. BLM further reports that virtually all the rancher's base property, which is supposed to supply forage for stock when they are not on public land, is now submerged. If the lands remain submerged for any length of time, all the native and cultivated vegetation will be destroyed, and salts will be concentrated in the soils requiring extensive reclamation efforts once the land is exposed again. In the meantime, ranchers will have to establish new base properties.

According to the Harney County Emergency Board, virtually all of the cropland north of Malheur Lake to the foot of the Blue Mountains and northwest of Harney Lake to Silver Lake appears to be coming under the influence of the flooding of Harney and Malheur Lakes. With high lake levels the ground water tables are high enough that alfalfa crops are dying from too much moisture around their root systems. The normal spring run-off of snow melt into the basin in 1983 was such that much of the land it normally irrigates was inundated so long that it could not be cropped or could not produce to its normal capacity. It is anticipated that this same land will be inundated in 1984 to a greater degree and for a longer period, some possibly for the length of the growing season.

Summary damage to farms & Ranchers

Damages to farms and ranches are cumulative. In many cases, what was damaged one year is further damaged the next. This is the third year in a row that farmers and ranchers adjacent to and north of the lakes have lost production and income in annually increasing amounts which now, in some cases, represent 100% losses. Homes, outbuildings and fences, besides being inundated and subject to rot, are now rapidly deteriorating.

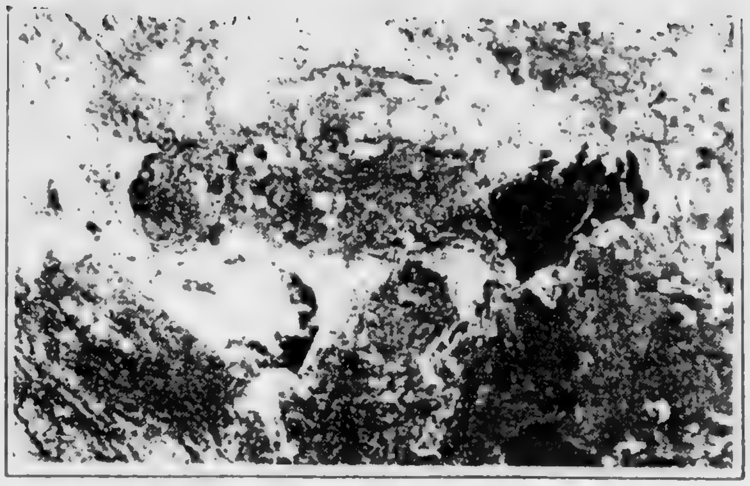
County, state and federal highways are accumulating severe damages and extended closures. The Union Pacific Railroad has placed a Rail Service Embargo on their Oregon Eastern Branch line due to the current flooding conditions. Commercial powerlines are down or have been shut off. There are indications that domestic ground water supplies are being contaminated.

The Harney County Sheriff's Office reports the flood is creating problems with patrols and civil processing. Deputies often don't have access to needed locales.

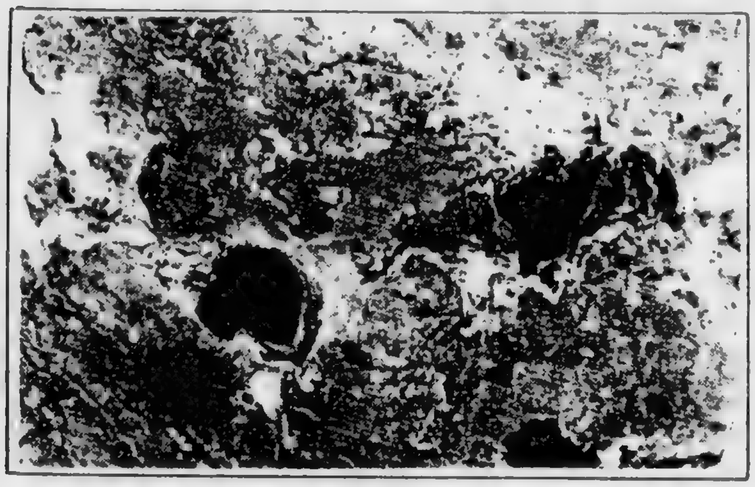
Figure 2 is a set of high-altitude photographs provided by the Environmental Remote Sensing Applications Laboratory at Oregon State University. The set consists of seven photographs, one for each year beginning in 1977 and continuing through 1983. The gradual progression of the lakes from severe drought (1977) to flood stage is graphically presented by this set.

FIGURE 2

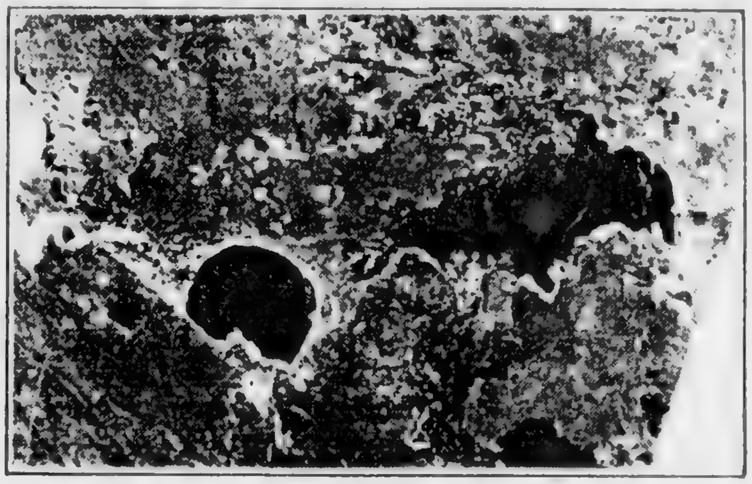
High-altitude photographs of Malheur Lake provided by the Environmental Remote Sensing Applications Laboratory, Oregon State University, Corvallis.



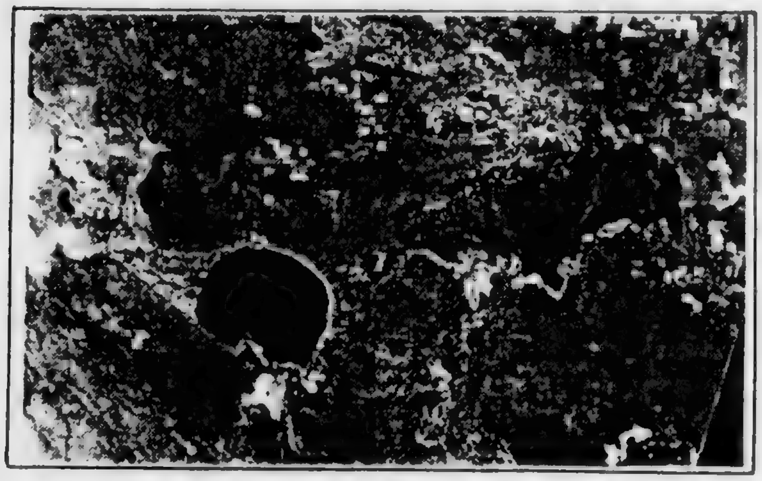
1977



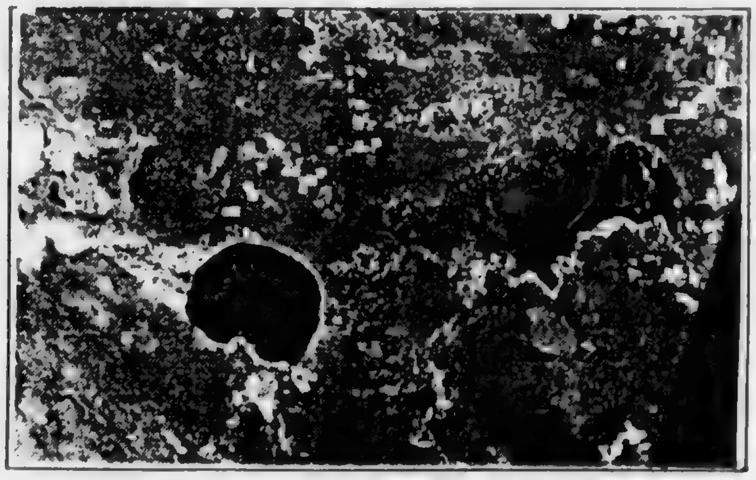
1978



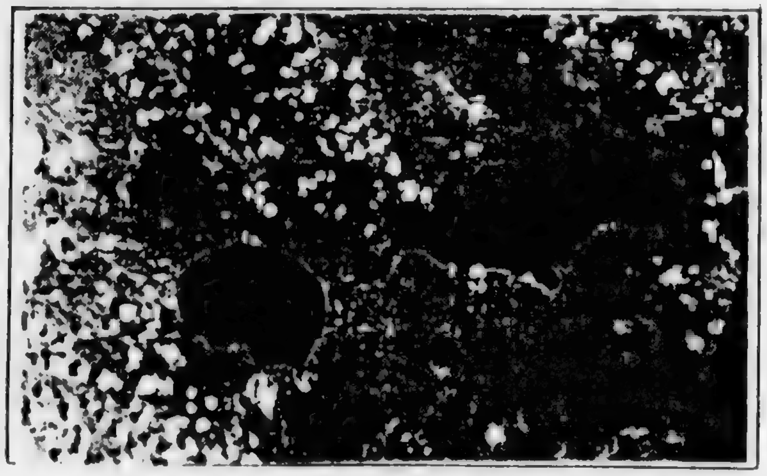
1979



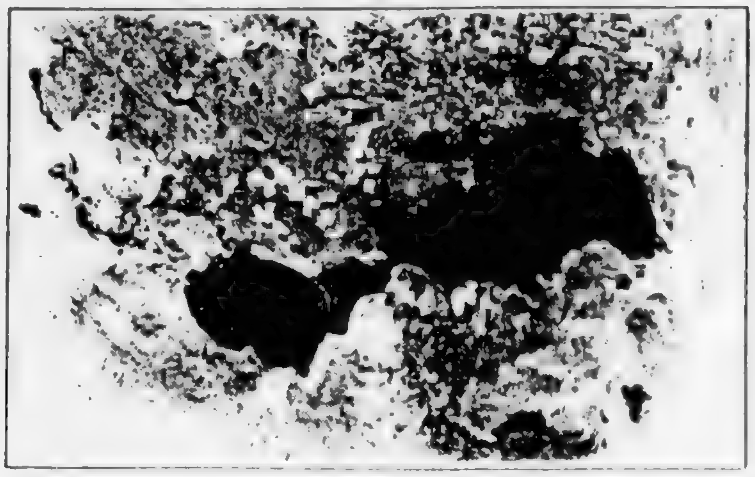
1980



1981



1982



[illegible]

Legal

ECONOMIC IMPACTS

The Harney County Court reports that a state of critical emergency exists as a result of the increasing elevation of the lake. Direct losses have been calculated at not less than $32.7 million as of March 7, 1984. This figure does not include the filtering effect of these losses through the county's economy and their indirect impacts on the business community.

The Harney County Assessor's projected land value and county tax revenue loss report ~~is~~ summarized in Table 2. Figures are based on 40,650 affected acres.

What is state objective? values do we protect vent — dual purpose

TABLE 2

Tax Year	Farm Use Value W/O flooding	Farm Use Value W/Flooding	Estimated Tax Revenue Loss	Estimated Mkt. Value
1983-84	$ 2,069,800	$ 1,294,100*	$ 13,000	$ 13,000,000
1984-85	2,173,200**	271,600	33,000	13,650,000**
1985-86	2,281,860**	50,000	40,000	14,333,000**

* Represents 37.5% loss

** Figures represent standard 5% increase in value w/o limiting factors

Farmers & ranchers eg. land loss non ag entities

Minimize eg. econ. non ag loss

NOTE: Table 2 figures do not include private lands lying north of State Highway 78 and south of U.S. Highway 20. If these lands are subject to severe flooding this year, revenue losses could increase by another 60-70%.

In assessing agricultural losses in Harney County at this time, it must be kept in mind that now is the dividing point between production years. The ranches currently flooded out by the lakes are completing a year of disastrous proportions assessed and planned for early in 1983, as are the other farms and ranches in the basin which were flooded part of the 1983 growing season. Agriculture is now at the brink of another certain disaster in 1984 and will be in it as soon as the growing season begins. The lake-flooded ranches will again be prevented from producing grass and hay. The surrounding farms and ranches will again be flooded for a portion of the growing season. Upper basin flooding will prevent planting of annual crops and destroy perennial crops on farms, and limit grass production and grazing on ranches to a fraction of the growing season. Although the lake-flooded ranches are continuing to incur losses from the deterioration of structures, roads, fences and irrigation systems, they are still at the brink of the approaching 1984 disaster. The great majority of dollar losses, though a prospective, certainly are potential rather than realized at this time.

Is this trans? slack picked up by trucks?

Losses to non-agricultural entities are having and will continue to have a severe impact on agricultural production in the county. The railroad is closed currently, and will not likely reopen in 1984. Commercial powerlines are down or shut off and cannot supply ranchers with needed power for irrigation in some areas.

[illegible] losses to non ag entities

The Harney County Emergency Board report, based on farm and ranch land assessed devaluations and expected additional flooding in 1984, states the agricultural land improvements and production losses will approach and quite possibly exceed $5 million.

A damage assessment report released by the USDA Agricultural Stabilization and Conservation Service in Burns lists 36 farmers who have sustained 100% production losses. An additional 69 farmers have sustained production losses ranging from 20% to 99%. Wheat, barley, oat and rye production acreage has been reduced 50% in the affected area. Alfalfa production acreage is reduced 31%, and other hay acreage is down 25%.

On May 11, 1983, the Harney County Emergency Board assessed prevented production losses due to flooding at $3.85 million. At the time of the assessment, Malheur Lake was at the 4,097.75 foot level and Harney Lake was at 4,096.75. Additionally, 75% of the land north of Malheur Lake between State Highway 78 and U.S. Highway 20 had been inundated as a result of the high lake levels backing up run-off water and holding it in the north basin. A breakdown of the $3.85 million is shown in Table 3.

TABLE 3

Prevented Production Losses As Of May 11, 1983

Hay	56,000 tons	$ 2,800,000
Pasture	10,000 AUMs	50,000
Grain	8,000 acres	1,000,000
TOTAL		$ 3,850,000

Reports from the Oregon Department of Transportation, Highway Division, state that Harney County received $3.8 million in Emergency Relief funds during 1983, and of that, $1.7 million was used to raise 4.3 miles of Frenchglen Highway to elevation 4,101.0 feet and to raise 3.5 miles of the Narrows-Princeton Road. Both of these roads are now threatened by 1984 flood levels and must be raised again. The Highway Division estimates the cost for this work at $3.38 million. In addition, 2.5 miles of the Steens Highway, 6.7 miles of Lawen Lane, 1.7 miles of Sealy Lane and 5.8 miles of Double "O" Road need grading and surfacing at an estimated cost of $5.68 million.

The Harney County Appraiser states that the replacement and value losses to the affected landowners now stands at $13 million, with 40,650 acres presently affected. Additional losses of $30 million to $40 million are anticipated with this year's flooding. Losses to landowners are happening which the Assessor's Office cannot document. With the current situation, the Assessor's office is under pressure. Three appraisers are currently employed, but they will lose one of them this June who cannot be replaced this year. The Assessor's office predicts it will take eight years at normal precipitation/runoff/evaporation rates before the lake returns to normal.

What does the assessor know of hydrology?

The Burns Chamber of Commerce estimates over 80 ranchers will be affected when the lake rises this year. The present situation is causing economically depressed conditions on downtown business, and there is concern over the possibility that the Snow Mountain and Frenchglen Mills may have to cut their workforce or undergo periodic closures because of flood-related transportation problems.

The Burns Retail Merchants Association is concerned that nearby communities will be cut off from Burns if the water rises another six inches, and tourism and community activities will be curtailed. They claim that mill closures would have a disastrous effect on the business community.

Farm-related business in the Burns/Hines area are suffering. One businessman, who claims that 75% of his business is agriculture-related, reports he lost over $.75 million over the past two years, and has been forced to lay-off two employees. Some local businesses have been pursuing new markets in Grant and Malheur Counties, indicating indirect economic impacts to other communities.

People in the community expressed concern that local property taxes might be raised to supplement county revenue losses, which would overburden taxpayers.

The Snow Mountain Pine Company, the County's largest employer, reports twelve jobs have already been lost, and four or five more employees will probably be laid off this year. Each job has a monthly payroll value of approximately $3,700, according to Company officials. The reason for the lay-offs is the Company's inability to ship their products by rail. The Eastern Oregon Branch line of the Union Pacific Railroad is now closed because of high water covering the tracks, and the Snow Mountain Pine Company must truck its products out. Trucking represents an approximate $18,000 per month disadvantage to the Company compared with rail shipment costs. Lack of rail transportation also prevents the Company from expanding its midwest and east coast markets. On a long range basis, Company officials predict the higher shipping costs and related market reductions will have a direct bearing on timber costs and revenues in the county.

The Frenchglen Millwork, Inc., a subsidiary of Contact Lumber Company of Portland, Oregon, just opened in Hines last month. They currently employ 25 persons on a day shift and are shipping approximately four to five carloads a month. The Company originally predicated its decision to open in Hines on its expected ability to phase into two work shifts with a monthly shipment of approximately 15 to 20 carloads. Frenchglen's future depends on reliable rail service to get their products to market, and Company officials are unsure of what actions they will be forced to take if rail service isn't restored in the near future.

The U.S. Forest Service Snow Mountain Ranger District in Hines has made estimations on the effects the railhead closure will have on Harney County timber revenues. Their estimations are based on the following assumptions:

1. The railhead is removed from Burns/Hines area. The nearest railhead would then be Ontario.
2. Logs would continue to appraise to the manufacturing point in Hines, and an additional cost would be used for truck lumber haul to Ontario.
3. Bid premiums would reflect the decrease in appraised timber values.
4. 120 million board feet of timber (from the National Forest) would be used by the Hines manufacturing facility annually.

Based on those assumptions, the U.S. Forest Service estimated the increased rate to be $16.00 per thousand board feet. Their appraisal procedures provide that logs or lumber be appraised to the nearest railhead. Multiplying the $16/MBF times the 120 MMBF, the total annual effect would be $1,920,000. In other words, the National Forest timber would appraise less by $1,920,000 annually. The return to the Government would be reduced by the $1.92 million and the counties involved would share in this reduction through the 25% fund. An example of what this would mean to Harney County is shown in Table 4.

TABLE 4

National Forest	Volume Estimate	Appraisal Rate Reduction @ $16/MBF	Reduction in 25% fund	Harney County Share of 25% fund
Ochoco	32 MMBF	$ 512,000	$128,000	(26.5%) $33,920
Malheur	88 MMBF	$1,408,000	$352,000	(20.14%)$70,893
TOTAL	120 MMBF	$1,920,000	$480,000	$104,813

There are additional impacts to the county due to the lake flooding situation. Pacific Northwest Bell estimated they will expend $70,000 per year for the next two or three years for cable replacement and maintenance. The Harney Electric Cooperative states the flood has had serious impact on annual revenues and investments, and they are seriously considering relocation of the Lawen Substation to higher ground. The relocation costs could easily exceed $100,000. Expected lost revenues total $58,282, and the Company estimates they will lose $335,865 in investments. Of additional concern to Harney Electric is the condition of their transmission and distribution systems that have been inundated by the lake. Ice movement in the Narrows area has caused slacking of the guys of their main transmission line into Catlow Valley, Fields and northern Nevada. They have several miles of main feeder distribution circuits which are now in standing water. They are in the process of constructing bypass circuits but will not be able to cover all possible combinations of structural failures that may result. They claim property damage and crop loss as a result of even relatively short term power outages is impossible to estimate, but has a very serious potential.

RESOLUTION OPTIONS

To relieve the impacts of the flood, stabilize conditions and control future floods, four options have been under consideration in Harney County. No single option will likely offer long-term relief, and no option, either singly or in combination with others will likely offer any immediate resolution to the problems. The four options are listed below, followed by a discussion of the legal, economic and environmental considerations proposed by each.

1. Drainage Canal:

   Harney County has proposed construction of a drainage canal from the eastern rim of the Harney Basin, following the general line of the prehistoric stream channel to a point near Malheur Cave where water could be drained into the South Fork of the Malheur River.

2. Reservoirs:

   A storage reservoir on the Silvies River has been proposed as one means of controlling runoff into the Harney Basin. How much can be stored & released elsewhere? Enough to do any good?

3. Landowner Buy-out:

   A suggested option is for the U.S. Government to purchase all the private land in the affected area, and turn it over as permanent, additional acreage for the Malheur National Wildlife Refuge.

4. Federal Easement:

   A fourth option involves providing temporary flood relief compensation for landowners in the Harney Basin in the form of annual easement fees paid to affected landowners which is sufficient enough for them to meet principal and interest on their real estate debts, until such time that the flooding subsides to the point they can restock their land and resume normal operations.

Where now?

In addition to the above listed resolution options, Harney County has also requested to have a Presidential Emergency Declaration issued for Harney County and that funds be released to implement the Individual and Family Grant Program, temporary housing assistance, disaster unemployment assistance and emergency loans.

OPTION 1, DRAINAGE CANAL

Harney County has requested that authority be granted to the U.S. Army Corps of Engineers to reevaluate the feasibility of constructing a drainage canal to channel flood waters into the South Fork Malheur River. Figures vary, but advance reports from the Corps of Engineers indicate the canal would be approximately 18 miles long, have a 20-foot-wide base with 3:1 side slopes, be 40 feet deep at the deepest spot, be at least partially lined with concrete, and cost from $15 million to $18 million. The canal would be constructed to carry a minimum of 200 cubic feet of water per second (cfs).

A great deal of controversy and some opposition exists for the canal proposal, and there seems to be a lot of unanswered questions related to it and its possible related effects, particularly on the Malheur County side. The arguments being presented, both pro and con, the major points of issue and the questions being asked are summarized below under legal, economic and environmental categories.

A. Legal Considerations for Option 1, Drainage Canal:

1. Prior to construction of the canal, easements would have to be obtained from landowners along the proposed route. At this time, Harney County officials are in the process of contacting all of the affected owners, but commitments are not being made by the owners because there are no firm estimates available on precisely how deep and wide the canal will be, or how much of it, if any, will require concrete-lining. Many people oppose lining it with concrete.

2. Authorization for a feasibility study by the Corps of Engineers cannot be made locally. It will require direction from Washington D.C.

3. If the canal were constructed and began carrying water, landowners along the canal route could file for water rights. According to the Oregon Water Resources Department, if water right applications were filed on the canal water and subsequently approved, such approval would have to be conditional that the authority to appropriate the water would not carry with it the right to compel continuance of the water.

   Good point →

4. The Malheur County Court transmitted a letter of support to the Harney County Court for the canal project on the condition that streambank stabilization be implemented along the Malheur River before any water is released into the Malheur River system. Malheur County has experienced three years of disastrous flooding which has resulted in extensive erosion and damages to the Malheur River banks. High water has prevented landowners from doing any streambank work along the Malheur River. If water from Harney County is allowed to enter the Malheur River system before steps are taken to stabilize its streambanks, then legal problems could develop between landowners and parties responsible for the canal project.

5. Water sample test results have not yet provided accurate estimates on what the salinity level will be when (if) water from Malheur and Harney Lakes is mixed with water in the Malheur River system. Many of the crops irrigated in Malheur County with Malheur River water have a low salt tolerance, and production levels could be seriously affected. One-third of the cropland in Malheur County is irrigated with Malheur River water. Crop production losses attributable to alkaline Harney Basin water could potentially cause legal problems between affected farmers and parties responsible for the canal project.

   Big problem!

6. The possibility exists that legal problems could develop if the trout and warm water fisheries in the upper Malheur River system are destroyed by increased flows and alkaline water, and by rough fish transfering out of

the Harney Basin into the Malheur system. Biologists with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service claim the transfer of rough fish (carp and roach) alone could destroy the game fish resources in the Malheur River system. Additional cfs and the potential of increasing the salinity of Malheur River water could further impact the fisheries. There is already environmental opposition to the canal project on the above grounds, and it seems appropriate to consider what legal recourses may be open to the opposing groups in the event the canal project gains approval.

7. Adult rough fish could be screened out of the canal, but not eggs or fry.

8. According to the Malheur County Court, an assessment made earlier last year indicated increased flows in the Malheur River from Harney Basin water could impact the sewage treatment lagoons at Vale, which could present legal and environmental problems for Malheur County.

9. The proposed canal project would be subject to Oregon Fill and Removal Statutes (ORS 541.625) in all circumstances other than a presidential declaration of emergency. The Oregon Division of State Lands has expressed full cooperation in expediting permit applications in the event the canal project is approved, but cautions that a public hearing would have to be held in Burns before a final decision could be made. Should the project be appealed, it would be hard to predict how long it would take to render a final order which would be subject to review by the Court of Appeals.

* 10. Plans and specifications for the construction of the canal would have to be approved by the Oregon Water Resources Department under ORS 540.350. The Water Resources Department is of the opinion that the proposed canal project will not eliminate the current problem and may not preclude a future increase of the problem. The Department counsels that alternative actions be considered to help reduce the impacts on area residents. The Department also advises formation of a local water control district in the event the project is constructed.

11. The Department of Environmental Quality states that passing water through a newly constructed canal could possibly generate unacceptable sediment loads in downstream waters of the Malheur River system. The Corps of Engineers advises the canal would be constructed to eliminate this potential problem. DEQ also expressed concerns with water quality related to the salt content of the outgoing water. DEQ states that long-range regulatory adjustments may need to be made. Diverting water from one drainage basin to another could be deemed a point source discharge needing permit-type regulation if the quality of the two basins is sufficiently different. Also, there would be a joining, by a new waterway, of two drainage basins that are currently distinct both geologically and politically. These are now managed under slightly different water quality control regulations that may have to go through some public process of adjustment or amalgamation if discharge became a continuing long-term need.

12. The Vale, Oregon Irrigation District and the Warm Springs Irrigation District in Malheur County support the canal project with the following conditions: (1) streambanks in Malheur County must be stabilized prior to the introduction of waters from Harney County; (2) Malheur County irrigators must be assured that salinity will not present crop production losses; and (3) control of structures regulating the flow of water from Harney County must

be the responsibility of the Vale, Oregon and Warm Springs Irrigation Districts. The Malheur County Court has also requested that headgate control be the responsibility of Malheur County irrigation districts. The Oregon Department of Fish and Wildlife states that since water levels and fluctuations have significant impacts of wildlife populations and vegetation on the refuge, they recommed the U.S. Fish and Wildlife Service be the responsible agency for the headgate operation.

13. In reference to Consideration #3 (above), concerning potential water right applications on the canal water, the Oregon Department of Fish and Wildlife points out that appropriations of water from the canal for expanded agricultural uses could impact downstream fisheries through nonpoint source introduction of sediment and agricultural chemicals in irrigation return water. It is therefore the recommendation of ODF&W that no new water rights be issued on the drainage waters.

B. Economic Considerations for Option 1, Drainage Canal:

1. Construction costs for the proposed canal have been estimated by the Corps of Engineers to be $15 million to $18 million if concrete lining is required. Recent reports from the COE indicate the canal may not need concrete if a local drainage district assumes erosion control maintenance for the temporary structure. We do not have estimates on the canal's cost without concrete, nor the cost involved in maintenance.

2. Malheur County had an adjusted gross agricultural income of $124.9 million in 1983, according to the Malheur County Extension Service staff. There are 275,000 irrigated acres in the county and one-third of those acres are irrigated with Malheur River water. Malheur County already has an alkalinity problem. The potential for increasing the alkalinity of the river water by introducing saline water from Malheur Lake could have a significant economic impact on Malheur County farmers. Some of the major crops grown in Malheur County have a very low salt tolerance. They include Corn, Beans, potatoes, sweet corn, onions and alfalfa.

3. A 1982 report by the U.S. Bureau of Land Management at Vale stated that numerous highway and railroad bridges that cross the South and Main Forks of the Malheur River were designed to handle only the natural extremes in stream flow. On a float trip down the South Fork Malheur River, BLM personnel observed that 1982's high water mark came very close to the bottom of several railroad bridges. The addition of Malheur Lake overflow into the Malheur River drainage may result in damage to many highway and railroad bridges, potentially representing additional economic impacts to Malheur County.

4. There are no flood control reservoirs on the Malheur River downstream from the proposed drainage canal. Additional runoff from the Malheur Lake may increase flood damage to high valued row crop lands near Vale and Ontario.

5. The drainage canal would join the South Fork Malheur River at the South Fork Reservoir. The reservoir's diking system and dam are presently incurring damages by this year's runoff, and would probably have to be reinforced to enable it to handle the increased flow proposed by the canal. Cost estimates have not been prepared.

6. According to Soil Conservation Service technicians, the natural stream channel downstream from the South Fork Reservoir -- the proposed entry point for Harney Basin overflow -- has been filled in and the land is now irrigated hayland. Water from the reservoir is channeled through an irrigation ditch six miles downstream where it joins the natural stream channel of the South Fork Malheur River. The irrigation ditch which diverts the water is designed to handle only 50 cfs. It is assumed that a channel capable of handling at least 200 cfs from the Harney Basin will have to be constructed. No cost estimates are available for this six-mile channel.

7. If the canal is constructed and water begins draining into the Malheur River system, there will have to be constant water quality monitoring as the lake level drops to ensure against alkalinity problems downstream. Costs for the monitoring program will have to be developed and funds earmarked for it. In support of this issue, the Department of Environmental Quality has stated that if the lakes are drained and climate shifts back to pre-flooding conditions, the natural evaporation processes may again concentrate salt solutions to problematic levels. Consequently, the salt content of the outgoing water would need monitoring to make sure that downstream beneficial water users were not overdosed. DEQ assumes that monitoring responsibility would fall to the entity having control and management of the canal.

What would be done if saline level exceeded threshold?

8. The Malheur County Soil and Water Conservation District has expressed concerns that the proposed canal may compound problems on the lower reaches of the Malheur River. Due to high runoff during the past two years the Malheur River flooded, causing severe problems of streambank erosion. The Malheur River and Malheur County have been declared a disaster area and the SWCD has been trying to obtain financial assistance to restore streambanks to a reasonable condition of stability. Any work along river banks must be done during the low flow period. The SWCD is concerned that water from Malheur Lake will eliminate the normal low flow period, causing additional erosion and making their restoration project even more difficult. At the present time there is no indication financial assistance will be available for restoration work, so any additional costs must be borne by the landowners.

9. The Malheur River system has 90 miles of excellent trout fishing waters that will be affected by the proposed canal project. These waters are severely limited in the southeast region of the state. The fishery produces 20-24 inch rainbow trout and averages 8,300 angler trips per year with an estimated average net economic value of $15-$24 per angler day. In addition, a significant warm water game fish fishery exists on Bully Creek Reservoir that averages 20,500 angler trips per year with an estimated average net economic value of $15 per angler day. The fishery will be lost in total due to the unavoidable transfer of rough fish (carp and roach) from one basin to the other, and decreased water quality from higher water temperatures, alkalinity and turbidity.

10. After the water draining period, the Malheur River systems will require chemical treatment to eliminate the rough fish. The cost of the treatment and restocking the trout and warm water game fish populations could be considerable. Treatment may become a periodic or continual problem if the facility is used more than a one-time operation. The Oregon Department of Fish and Wildlife intends to request assurance that restoration funds are included in the canal project budget.

probably big bucks →

11. The Oregon Department of Fish and Wildlife states that erosion and siltation control is a necessity and could be an expensive operation. If a local district were to accept this responsibility, ODF&W wants assurance that adequate funds are available for anticipated control costs.

12. If the canal project is implemented and the lakes drain back to their "normal" meander lines, the U.S. Soil Conservation Service in Burns will need more staff and expertise to help landowners reclaim their lands. SCS expects a huge increase in their planning load, and they will need technical staff who are experienced in reclamation work, system redevelopments and plant materials.

13. Figures supplied by SCS indicate it would take 3.9 to 4.2 years for the lakes to return to "normal" if water could be discharged (through the canal) at the rate of 200 cfs for 365 days per year without any additional inflow to the lakes. Actually, water could not be discharged during high flow periods on the Malheur River, and inflow from snowmelt and precipitation will continue to impact the lakes at unpredictable rates. SCS estimates it could take as long as four to five years after the lakes have receded to reclaim the land and return it to its pre-flood levels of production.

C. Environmental Considerations for Option 1, Drainage Canal:

1. The loss of significant trout and warm water game fisheries has already been discussed above.

2. The 17(+)-mile-long canal could pose a formidable obstruction to deer and antelope migrations and non-game wildlife, depending on construction designs. In some locations, the depth of the canal may be as much as 40 feet and the side-slopes a vertical drop in rocky areas. While the proposed canal route does not cross major game migration paths, the presence of water in the canal could actually serve to attract more animals to the area. The Oregon Department of Fish and Wildlife has recommended the designs for the canal be coordinated with local wildlife biologists.

3. Biologists have expressed concern that the canal could potentially affect Malheur Cave, and important archaeological site, rare wildlife species habitat, and civil defense staging area for Harney County.

4. If chemical treatment of the Malheur River system is required after the lakes are drained, as discussed previously, environmental impacts to the ecology of the river system will need serious consideration. More information is needed on this point.

5. Destruction of the fishery resources in the Malheur River would include destruction of the Riverside Management Area, a 12-mile hunting and fishing acess area purchased for $217,000 in public funds in 1977.

6. Streambank work on the Malheur River, and erosion/sediment problems associated with the canal could create problems even if the salinity and rough fish problems could be resolved. Sediment would cover spawning beds and suffocate fry, and have further impacts on the ecology and food chain in the river. Riparian habitat could be damaged by streambank work and sediment removal efforts.

7. Besides the potential impacts already discussed concerning salts in the lake overflow water, further problems would develop on the land through the application of saline water on irrigated cropland. As the water is applied to the land, salts accumulate in the soil over time, affecting both native vegetation and cultivated crops, and, indirectly, the entire ecology of the area.

8. During high-flow periods, vegetative growth cannot occur on streambanks. The canal project would effectively eliminate low flow periods in the Malheur River, impacting riparian habitat and increasing erosion potentials.

OPTION 2, RESERVOIRS

The Harney County Court, as well as other county officials and representatives of the U.S. Soil Conservation Service in Burns have stated that an upstream impoundment on the Silvies River would help control runoff into Harney Basin. The local consensus seems to be that one reservoir would not, however, alleviate the flooding problem to any great degree. Local consensus also seems to be that there is only one potential reservoir site in the county (on the Silvies) which could effectively control some of the annual runoff entering the Harney Basin.

A 1967 study of the Malheur Lake Basin, carried out by the State Water Resources Board actually identifies 23 potential reservoir sites in the county, 10 to 12 of which may be effective in controlling runoff into Harney Basin. See Table 5. The study further describes the need for flood control in the county, and contains other valuable data and information which should be studied by persons and agencies involved in developing solutions to the flooding conditions in Harney County. A copy of the 1967 Malheur Lake Basin Study Report is included as an Appendix to this report.

TABLE 5

MALHEUR LAKE BASIN
POTENTIAL WATER DEVELOPMENT PROJECTS
DAM AND RESERVOIR SITES

STUDY AREA AND STREAM	MAP INDEX NO.	LOCATION Twp.	Rng.	Sec.	DRAINAGE AREA Acres	AVERAGE ANNUAL YIELD Ac-ft	PURPOSE	DAM HEIGHT Feet	DAM CREST LENGTH Feet	RESERVOIR POOL ELEV. Ft-MSL	RESERVOIR POOL AREA Acres	RESERVOIR TOTAL STORAGE Ac-ft	SOURCE NO.
1. SILVIES													
a. Upper													
Jack Cr.	1	18S	31E	14	3,200	900	I,R	18	800	-	[illegible]	800	1
Silvies R.	2	18S	31E	14	-	-	I,F,R,S	[illegible]	[illegible]	-	6,800	100,000	1
Bear Canyon Cr.	3	20S	27E	3/10	4,700	800	R	[illegible]	[illegible]	5350	[illegible]	1,300	1
Emigrant Cr. (Alternate)	4	20S	30E	35	66,300	13,400	I,F,R	115	780	4665	800	25,000	1
Emigrant Cr.	5	20S	30E	30/31	115,200	21,600	I,F,R	85	400	4680	1,500	40,000	1&2
Silvies R.	6	21S	30E	3	876,000	109,600	I,F,R,S	147	1,700	-	3,200	180,000	3
b. Lower													
Dry Cr.	7	20S	30E	35	10,400	1,800	I,F,R	46	700	-	180	3,000	1
Poison Cr. (Alternate)	8	21S	31E	18	20,400	3,300	I,F,R	105	700	-	150	6,000	1
Poison Cr.	9	21S	31E	20	26,800	3,800	I,F,R	75	800	-	80	2,600	1
Prater Cr.	10	[illegible]	[illegible]	24	9,300	800	I,F,R	[illegible]	800	-	105	2,500	1
Coffeepot Cr.	11	[illegible]	[illegible]	14	8,300	1,400	I,F,R	115	1,150	-	130	5,700	1
Rattlesnake Cr. (Alt.)	12	[illegible]	[illegible]	8	7,800	1,600	I,F,R	[illegible]	400	-	70	1,600	1
Rattlesnake Cr.	13	[illegible]	[illegible]	16	7,700	1,700	I,F,R	[illegible]	1,300	-	640	31,300	1
Cow Cr.	14	[illegible]	[illegible]	15	16,600	2,600	I,F,R	[illegible]	1,300	-	380	8,300	1
Martinez Cnn.	15	[illegible]	[illegible]	21	2,600	500	I,F,R	[illegible]	1,600	-	280	12,000	1
Willow Cr.	16	[illegible]	30E	35	23,700	3,700	I,F,R	[illegible]	300	-	140	4,500	1
2. SILVER													
a. Upper													
Silver Cr.	17	[illegible]	26E	31	46,300	9,200	R	[illegible]	300	4880	140	2,000	1
Claw Cr.	18	21S	26E	[illegible]	48,000	7,600	I,F,R	[illegible]	-	-	-	7,600	1
Silver Cr.	19	[illegible]	26E	6	146,400	33,600	I,F,R	77	380	-	1,300	40,000	2
3. DONNER UND BLITZEN													
a. Upper													
Donner und Blitzen R.	20	31S	32 3/4E	7	52,000	30,300	I,F,R	167	[illegible]	-	[illegible]	9,000	1
Donner und Blitzen R.	21	30S	31E	15	-	-	I,F,R	37	1,000	-	9,000	130,000	2
4. CATLOW-ALVORD													
a. Catlow													
[illegible] Cnn.	22	33S	30E	14/23	6,000	600	I,R	37	500	5012	72	900	1
b. Alvord													
Trout Cr.	23	39S	36E	24/25	64,300	9,000	I,F,R	-	-	-	-	10,000	1

Note: Includes damsites with conflicting reservoir areas.

Purpose: F - Flood Protection
I - Irrigation
R - Recreation
S - Water Supply

Source No: 1 - U. S. Soil Conservation Service
2 - U. S. Bureau of Reclamation
3 - U. S. Corps of Engineers

Data Source: U. S. Dept. of Agriculture's Cooperative Report.

The legal, economic and environmental considerations of reservoir construction in Harney County are of a magnitude that they are beyond the scope of this report. It is assumed that formal Environmental Impact Statements and intensive planning efforts which would address all of the considerations would be generated in the event that reservoirs are determined to be the best way to control future flooding in the basin.

OPTION 3, LANDOWNER BUY-OUT

This option involves a government purchase of the lands affected by the flooding situation. The purchased lands would then be turned over to the Malheur National Wildlife Refuge.

Harney County officials do not feel this option represents a viable or acceptable solution to the flooding problem, mainly because of the economic impact it would represent to the county and the community.

While actual figures are not yet available, the Harney County Assessor's Office states a buy-out of the 40,650 acres of productive lands affected by the flooding would cost approximately $10 million to $15 million. The Assessor's Office is currently working up a detailed cost estimate for this option.

Legal, economic and environmental considerations of a landowner buy-out are difficult, at best, to assess. There are too many unknown factors involved, including future weather patterns; future development potentials for agriculture, recreation, wildlife and industry; and future county population growth/reduction.

OPTION 4, FEDERAL EASEMENT

A federal easement plan for the Harney Basin has been proposed which involves the U.S. Government, in particular the Department of the Interior, in a leasing arrangement with landowners in Harney County. Those whose land is inundated by the lake flooding in the Harney Basin would lease their land to the government for wildlife and recreational use.

The Harney County Emergency Board has developed a fee rate formula which is deemed fair and which would treat the landowners equitably. The fee rate is sufficiently high enough that the majority of the landowners would be able to meet the principal and interest on their real estate debts until such time that the flooding subsides to the point where landowners could restock their land and resume normal operations.

Harney County proposes that the landowners be paid at the rate of the Federal Land Bank Association interest rate (currently 11.73%) times the net Farm Use Productive Value of the land, with the payment being an annual fee until such time as the flood waters recede or a final settlement is reached with the U.S. Government.

Justification for this formula is that a prudent investor owning the land in question should expect a reasonable rate of return for his money. In fashioning this concept into a formula, the Federal Land Bank Association interest rate was considered a reasonable standard. The Farm Use Productive Value, assessed by the County Assessor and on record in the Harney County files, is recognized by lenders and real estate brokers as the most accurate estimate of the productive value of the land. The land has been assessed according to U.S. Soil Conservation

Service land classes considering the types of crops that each class will produce and considering the market value of each crop.

The Harney County Emergency Board submits that most mortgages and contracts in the county, especially those most recently entered into, are of a greater amount that the Farm Use Productive Value of the land they represent, and in addition, usual farm and ranch land rental and leasing fees in the county average about 6% of the assessed market value which amounts to as much as twice the rate the Emergency Board has adopted.

It is recognized that even with the proposed rate, some ranchers may lose their land anyway, primarily those who paid inflated prices for it in recent years. It is not believed reasonable to suggest a payment rate that would cover everyone's real estate payment. Nor is it believed that a rate should be based on the land market values, in as much as market values have somewhat been set by speculative buying. The proposed formula will not protect speculators and it will not serve as a profit-making venture for anyone. But it will provide a return to the land sufficient that most owners can refinance their real estate debts and wait for normal production conditions.

Of the total acres which are expected to be flooded this year, the average fee from the formula would be $10.00 per acre for a total of $950,000 for the basin. The land immediately above the estimated 1984 lake shoreline is primarily rangeland with a productive value well below the average of all that is currently flooded. Probably the average easement fee from the formula would be no more than one to two dollars per acre. However, if the water rises further at its rate of the past three years it will reach many more thousands of acres of highly productive cropland.

A report prepared by the Harney County Emergency Board contains the following statement concerning the federal easement proposal:

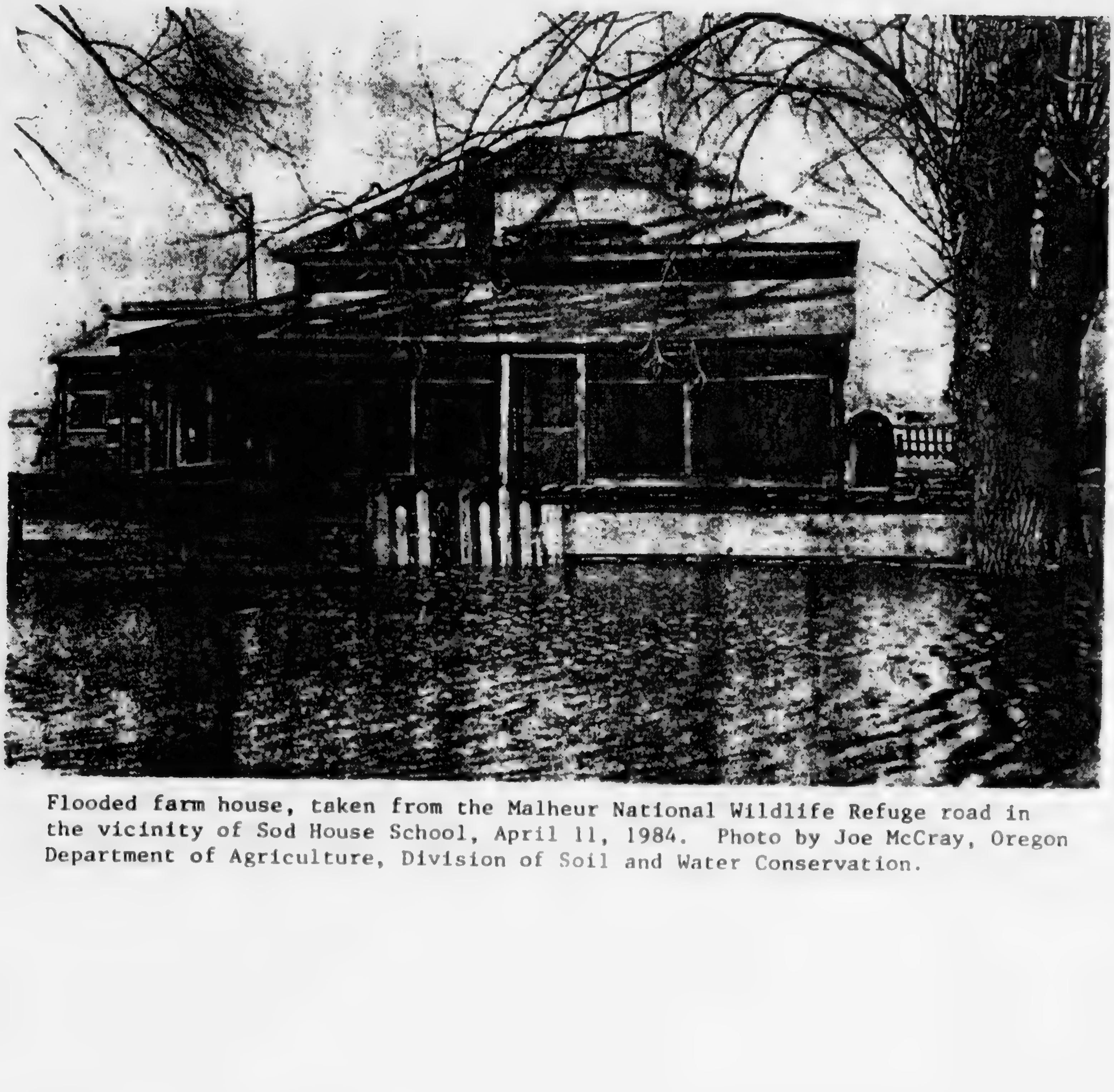
> "It is increasingly more evident that much of the Harney Basin is becoming suitable only for wildlife habitat and limited recreational use. These, of course, are not income producing uses for cattle and sheep ranchers and grain farmers. Therefore we cannot overemphasize the urgency for consideration of our flood easement proposal. Some of our ranchers have had no income from part or all of their land for two years. Some have sold their herds and have no ranching income at all. Without immediate relief, foreclosures will ensue, many lives will be permanently disrupted, the county will lose a large tax base, and very likely the Federal Government will eventually be the receiver of this land with no revenue producing ability."

CONCLUSION

There are no firm predictions on how long it will take until the lake levels recede naturally, nor how long it will take to reclaim the land that is presently affected. Lake levels could stabilize at their current elevation, they could continue to rise to unpredictable levels, or they could recede to dry lake beds. The future scenerio for Harney County is open to wide speculation, with widely varying legal, social, economic and environmental impacts.

It is safe to assume that whichever option is exercised, there will be costs involved other than the direct costs of the chosen option(s). Roadbeds will have to be raised, the railroad tracks would need to be elevated and reopened, new development potentials explored and promoted, and other measures to stabilize the county's economy identified and implemented. This, too, is open to wide speculation.

# # # # #



Flooded farm house, taken from the Malheur National Wildlife Refuge road in the vicinity of Sod House School, April 11, 1984. Photo by Joe McCray, Oregon Department of Agriculture, Division of Soil and Water Conservation.

REFERENCES

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Malheur County Nonpoint Source Water Quality Management Planning Program, Final Report, 1981, Malheur County Planning Department and Malheur County Soil and Water Conservation District, Vale/Ontario, Oregon.

COOPERATING GROUPS AND AGENCIES

Harney County Board of Commissioners, Burns, Oregon
Harney County Judge, Burns, Oregon
Harney County Assessor's Office, Burns, Oregon
Harney County Sheriff's Department, Burns, Oregon
U.S. Soil Conservation Service, Burns, Oregon
U.S. Agricultural Stabilization and Conservation Service, Burns, Oregon
Oregon State University, Cooperative Extension Service, Burns, Oregon
Environmental Remote Sensing Applications Laboratory, OSU, Corvallis, Oregon
Snow Mountain Pine Company, Hines, Oregon
Harney Soil and Water Conservation District, Burns, Oregon
Frenchglen Millworks, Hines, Oregon
U.S. Bureau of Land Management, Burns, Oregon
Chamber of Commerce, Burns, Oregon
Burns Retail Merchants Association, Burns, Oregon
Western Home and Ranch Supply, Burns, Oregon
Oregon Department of Fish and Wildlife, Burns, Oregon
Contact Lumber Company, Portland, Oregon
Malheur County Board of Commissioners, Vale, Oregon
Malheur County Emergency Services Department, Vale, Oregon
Malheur County Soil and Water Conservation District, Vale, Oregon
U.S. Soil Conservation Service, Ontario, Oregon
Oregon State University, Cooperative Extension Service, Ontario, Oregon
Malheur County Judge, Vale, Oregon
U.S. Bureau of Land Management, Vale, Oregon
Oregon Water Resources Department, Salem, Oregon
Warm Springs and Vale, Oregon Irrigation Districts, Vale, Oregon

June 6, 1984

LOC 8

The Honorable Robert F. Smith
House of Representatives
118 Cannon House Office Building
Washington, D.C. 20515

Thank you for your recent letter describing all the efforts which you are making to secure assistance for the people in Harney County affected by the flooding of Harney and Malheur Lakes.

I'm sure you know that we have a contract underway to raise both the Steens Highway and the Frenchglen Highway. Under this contract, we will raise the Frenchglen Highway to an elevation of 4104, which we hope will be above water both this year and during the spring runoff of 1985. The Steens Highway will be raised an additional two feet to 4106, which we are confident will be out of water at least through 1985. Both roads will receive only a temporary oiled surface.

We have also looked at relocating both the Steens and Frenchglen Highways to higher ground but the cost of doing so is substantial. For example, if we were to reroute the Frenchglen Highway from the Narrows to Wrights Point, on a location westerly of the existing road, it would require almost 20 miles of road construction. It is estimated to cost about $9 million to construct that roadway at elevation 4115 and provide a 30-foot paved roadway.

The Steens Highway is altogether a different matter and much more important to the area, and we will keep that roadway open to traffic.

I appreciate receiving your letter and if I can be of any assistance, please let me know.

Fred D. Miller
Director

cc: Pat Amedeo, Assistant to Governor
Bob Oliver, Assistant to Governor
Chairman Anthony Yturri, Transportation Com.

bc: H. S. Coulter
E. S. Hunter (enc.)
George Bell "
J. H. Versteeg "
Frank Terpin "
C. O. Fredrickson "
Dale Allen "
R. D. Hector "

ESH:ja rw

ESH:ja rw

ROBERT F. (BOB) SMITH
2ND DISTRICT, OREGON

COMMITTEE:
PUBLIC WORKS AND
TRANSPORTATION

CHAIRMAN:
REPUBLICAN TASK FORCE
ON AGRICULTURE

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BURNS, OREGON 97720

May 10, 1984

RECEIVED
DOT DIRECTOR
MAY 21 '84
REFER TO

FOR

Info	Answ	R/D	D/R	Sign	Act	File

Second letter received

Fred D. Miller
Director
Dept Of Transportation
Transportation Bldg
Salem, OR 97310

Dear Fred:

I am writing to let you know of recent efforts to obtain assistance for Harney County in its efforts to deal with the problems of the flooding of Harney and Malheur Lakes.

As a result of meetings I had with Secretary of the Interior, William Clark, the Assistant Secretary for Fish and Wildlife, Ray Arnett, and the Director of the BLM, Bob Burford, the BLM and the Malheur National Wildlife Refuge have been able to accommodate everybody who has requested emergency allotments of livestock feed on federal land for the spring period. However, flood victims have requested 41,500 AUMs for the year and the BLM expects that it will only be able to supply 12,000 to 14,000 AUMs this year and the Refuge expects to be able to supply about 19,700 AUMs this year. The Agricultural Stabilization and Conservation Service (ASCS) is asking area ranchers to report tons of hay or AUMs of grazing that they could sell or lease to flood victims to make up the difference.

When Judge White was in Washington earlier this year, we met with representatives of the U.S. Army Corps of Engineers and with members of the staffs of Senators Hatfield and Packwood. While the meeting was helpful in explaining the situation to the Corps and to the staffs, I am disappointed in the lack of action the Corps has taken in connection with construction of the ditch. The House Public Works and Transportation Committee, on which I serve, will direct the Corps to study the feasibility of construction of the ditch.

I have met with officials of the Federal Highway Administration to discuss the need of federal assistance in repairing the Frenchglen Highway, the Steens Highway, and the Narrows-Princeton Highway. I will continue to work with these officials and with the Oregon Department of Transportation to do whatever is necessary to keep these roads open.

FRED MILLER

The Federal Emergency Management Agency (FEMA) recently denied Governor Atiyeh's request for a major-disaster declaration for Harney County. This decision has been appealed. I am working with the Governor's office and with Judge White to provide FEMA with additional information so that there is a better understanding of the situation in Harney County. In addition, Senators Hatfield and Packwood joined me in writing to the President urging him to declare Harney County a major-disaster area. I hope FEMA will grant the major-disaster declaration after this additional information has been reviewed.

You can be assured that I will continue to do all I can to see that the people of Harney County receive every possible consideration by the federal government.

Very truly yours,

Bob

ROBERT F. (BOB) SMITH
Member of Congress

RFS/pu

9808

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Hector
Region V Engineer

DATE: June 1, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Steens Frenchglen Highways
Harney County Flood Repair

In confirmation of our 5-31-84 discussion, the profile grade on the Steens Highway should be changed from elevation 4104.0 to 4106.0. The profile grade on the structures (bottom of the beams) should be changed from 4104.0 to 4106.0

The Frenchglen Highway should be constructed to profile grade 4104.0 as shown on the contract plans. It is probable that the section will be flooded or at least subject to some wave damage next spring. We recommend that the top surface be given one or more heavy shots of oil to tie the rock together The thought is to limit surface damage from high water or wave action should flooding occur.

I agree that we should evaluate the Narrows structure to determine if raising it a couple of feet is practical. Raising the structure above the projected flood elevation for next year should be considered if costs are reasonable.

JHV:bn

cc: E. S. Hunter
C. O. Fredrickson
Don Adams
Frank Terpin

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FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

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STATE OF OREGON
LOCATION UNIT

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 30, 1984

FROM: VaB
Vic Berning
Reconn. Specialist

SUBJECT: Harney County Flood
Steens Highway and
Frenchglen Highway
Harney County

NOTED
E. S. HUNTER

Alternates have been investigated and cost estimated for providing a highway facility out of the reaches of Harney County floodwaters.

Not being able to predict future high water elevations with any certainty, an alternate for realignment of the Frenchglen and the Steens Highway to higher ground was estimated, anticipating the highest possible water elevation of 4112.6. This elevation is the natural outlet which would pass water through Malheur Gap into the Malheur River Drainage.

Frenchglen Highway (realignment)

Length, Miles	19.0
Grade	$4,045,000
Pave	4,275,000
Structure	205,000
Estimated Total Construction Cost	$8,525,000

Steens Highway (realignment)

Length, Miles	13.3
Grade	$3,410,000
Pave	3,000,000
Structure	100,000
Estimated Total Construction Cost	$6,510,000

An alternate to highway realignment would be to construct a 14-mile outlet ditch into the Malheur Drainage through Malheur Gap at a cost of $13 million. This ditch, if constructed, would permit the lake to reach a maximum elevation of 4103.6.

A contract to raise the Frenchglen and the Steens Highways to elevation 4104 is presently under way. The estimated cost to modify the contract and raise the two highways to elevation 4106 are as follows:

Frenchglen Highway

Length, Miles	8.7
Grade	$ 970,000
Pave (Final Surfacing)	1,320,000
Structure, Raise	120,000
Estimated Total Construction Cost	$2,410,000

Steens Highway

Length, Miles	4.0
Grade	$ 250,000
Pave (Final Surfacing)	650,000
Structure	---
Estimated Total Construction Cost	$ 900,000

Miscellaneous quadrangle maps and road plans used in estimating the costs are cumbersome to reproduce and are retained in the files for reference.

VB:ja

cc Frank Terpin

HIGHWAY DIVISION

Gary A. Potter, Manager
Program Section

May 21, 1984

Robert N. Bothman
Assistant State Highway Engineer

Harney County ER Funds

Discussed with Bob Hathaway the language for the Harney County demo project.

I am interested in the specific language as it relates to the effective date, should the demo project be approved.

Bob indicated the language could determine the effective date of award of the contract opposed to the effective date of the legislation, or the date indicated in the specific language.

RNB:lks

9808

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 15, 1984
IN REPLY REFER TO
HFO.4-5-OR/409.1

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Request for Emergency Relief Funds
Your Letter, April 17, 1984; My Letter, April 18, 1984

Enclosed is a copy of a May 3, 1984 memorandum from Mr. Rex C. Leathers, Associate Administrator for Engineering and Operations, denying your recent request for further Emergency Relief funds for the 1984 Malheur Lake Basin flooding. The finding is based on our Headquarters' August 2, 1983 statement that additional work would be a betterment and thus would not be eligible for Emergency Relief funding.

Emergency Relief funding remains available to complete the work approved under the 1983 disaster. This work involves completion of the 1983 repair contract and the surfacing of the Frenchglen Highway to the extent which would have been required had the flood waters not continued to rise.

Sincerely yours

f Robert B. Hathaway
Dale E. Wilken
Division Administrator

Enclosure:
Memo, 5-3-84, Assoc Admin
to Regional Admin

NOTED
E. S. HUNTER

cc Lightner
Heyton
Versteeg
Potter
5-17-84

RECEIVED
TECHNICAL SERVICES
MAY 17 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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RECEIVED
STATE HWY ENGR
MAY 17 '84
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9207

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 11, 1984

PRO In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Emergency Relief Funds
Harney County Flood Repair
Harney County, Oregon

We have reviewed Mr. Rex C. Leathers' May 3, 1984 memorandum to Mr. M. Eldon Green, Regional Federal Highway Administrator, denying our request for Emergency Relief (ER) Funds on the subject project.

Our office has been in close contact with your office regarding events in Washington, D.C., and this letter is to advise you that we intend to award the contract for the flood repair work utilizing State funds.

We note that in our earlier submittal of plans, specifications and estimates (PS&E), you responded that our P.S.&E. request was adequate for Federal-Aid purposes.

Should federal funding become available for this project by Congressional action or through any other means, we would intend to apply for those Federal funds on this contract.

GAP:pf

bcc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
R. D. Hector, Region 5
J. H. Versteeg
F. E. Terpin

RECEIVED
STATE HWY ENGR
MAY 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9505,

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

May 8, 1984
IN REPLY REFER TO:
HNG-1

NOTED
H. S. COULTER

The Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

Thank you for your April 20 letter requesting emergency relief (ER) funds under Section 125 of Title 23, United States Code, to assist in restoring and protecting Frenchglen Highway, Steens Highway, and Narrow-Princeton County Road in Harney County, Oregon.

We approved ER funding last year to assist the Oregon Department of Transportation (ODOT) in initially restoring traffic service to Federal-aid system highways which had been damaged by flooding in Harney County. We based our approval on the determination that the situation qualified for ER to the extent necessary to reopen the roads, which at the time called for raising the grade to an elevation of 4,100 feet. As we advised the State at the time, work beyond this scope would not be eligible for ER funding under existing legislation.

The present occurrence does not meet the provisions of Section 125 for a natural disaster, which is a sudden unforeseen event. Based on our review, we cannot conclude that the disaster qualifies under Section 125 as a new disaster or an extension of the previous disaster. Therefore, we have disapproved the ODOT's request for ER funding assistance for Harney County.

I appreciate your taking the time to tell us of your support for the ODOT's ER request. I assure you we will continue to cooperate with officials of the ODOT as they develop projects in Harney County eligible for regular Federal-aid highway funds. Please let me know if I can be of further assistance.

Sincerely yours,

LPLamm

L. P. Lamm
Deputy Administrator

MARK O. HATFIELD, OREG., CHAIRMAN

TED STEVENS, ALASKA
LOWELL P. WEICKER, JR., CONN.
JAMES A. MC CLURE, IDAHO
PAUL LAXALT, NEV.
JAKE GARN, UTAH
HARRISON SCHMITT, N. MEX.
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DALE BUMPERS, ARK.

J. KEITH KENNEDY, STAFF DIRECTOR
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

April 20, 1984

Mr. Ray Barnhart
Administrator
Federal Highway Administration
Department of Transportation
Washington, D.C. 20590

Dear Ray:

This is in reference to the Oregon Department of Transportation's request for emergency relief funds to restore portions of the Frenchglen Highway, Steens Highway and Narrow-Princeton County Road.

As you are aware, Governor Vic Atiyeh has asked the President to declare all of Harney County a major disaster area due to a third consecutive year of flooded conditions. It is anticipated that the water level in Malheur Lake Basin will continue to rise causing further damage to the County's road network. The Federal Highway Administration previously provided emergency relief assistance to the County, and I would again encourage the agency's favorable consideration of the State's request.

Your attention to this matter is appreciated.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a

32366

15a.8

Form FHWA 121 (1/80)

DIVISION FILE COPY 409.1

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION Washington, D.C.

UNITED STATES GOVERNMENT

memorandum

Subject: Request for Emergency Relief (ER) Funds
Malheur Lake Basin, Oregon
(Your Office Memorandum of April 25, 1984)

Date: May 3, 1984

From: Associate Administrator for
Engineering and Operations

Reply to Attn. of: HNG-12

To: Mr. M. Eldon Green
Regional Federal Highway Administrator
Portland, Oregon

T-010.1

FACS
RE-TYPED FOR READABILITY

NOTED
H. S. COULTER

The subject memorandum and the Division's submission well document the difficult situation in Harney County. There is no question that a crticial transportation situation exists which requires, and is receiving, appropriate prompt response.

Emergency Relief (ER) funds were approved last year to the extent necessary to initially restore traffic service. It was our determination that the inundation was an unanticipated occurrence and a reasonable amount of time and money was not available to alleviate the situation. It was evident at the time the ER finding was made that additional work was needed. In order to define the limits of the emergency, our August 2, 1983, memorandum stated, "Further permanent correction of the conditions affecting the roads in the lake basin beyond that presently proposed to restore traffic should be considered as a betterment and more properly accomplished using regular Federal-aid system funds."

We have reviewed the request submitted and have determined that neither a new disaster nor an extension of the previous disaster is appropriate for ER. The situation is considered to have been well defined last year in terms of the potential for additional rise in water and regarding the appropriate source of funds to enable the State to take the action necessary to provide for transportation through the area.

Please advise the State that funding other than ER should be used for the work in this area. ✓

/w/ David S. Gendell
for Rex C. Leathers

☐ DIV ADM
☐ PROG OPER
☑ FIELD OPER
☐ FIN MGR
☐ [illegible]
☐ [illegible]
☐ RT OF WAY
☐ SAF/ENV
☐ R & T
☐ AF 1___ 2___

Hand delivered to
Ore. Hwy Division
5-4-84

cc: ~~Coulter~~
Bothman
Hunter
Schwartz
Hector
Versteeg

RECEIVED
STAT. HWY ENGR
MAY 7 '84
REFER TO Fred Miller
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Return to Potter

FRED MILLER

RECEIVED
MAY 0 - 1984
OREGON DIVISION

From L. MacBeth

Cy Jim Bottom
5-8

U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

Washington, D.C. 20590

Subject: Request for Emergency Relief (ER) Funds
Malheur Lake Basin, Oregon
(Your Office Memorandum of April 25, 1984)

Date: MAY 2 1984

From: Associate Administrator for
Engineering and Operations

Reply to Attn. of: HNG-12

To: Mr. R. Elden Green
[illegible]-010.1 Regional Federal Highway Administrator
Portland, Oregon

The subject memorandum and the Division's submission well document the difficult situation in Harney County. There is no question that a critical transportation situation exists which requires, and is receiving, appropriate prompt response.

Emergency Relief (ER) funds were approved last year to the extent necessary to initially restore traffic service. It was our determination that the inundation was an unanticipated occurrence and a reasonable amount of time and money was not available to alleviate the situation. It was evident at the time the ER finding was made that additional work was needed. In order to define the limits of the emergency, our August 2, 1983, memorandum stated, "Further permanent correction of the conditions affecting the roads in the lake basin beyond that presently proposed to restore traffic should be considered as a betterment and more properly accomplished using regular Federal-aid system funds."

We have reviewed the request submitted and have determined that neither a new disaster nor an extension of the previous disaster is appropriate for ER. The situation is considered to have been well defined last year in terms of the potential for additional rise in water and regarding the appropriate source of funds to enable the State to take the action necessary to provide for transportation through the area.

Please advise the State that funding other than ER should be used for the work in this area.

DAVID S. GENDELL

for. Rex C. Leathers

1138R 5/3/84 12:36

1984 Harney Co. Flood Repair 9808
Sec, Frenchglen & Steens Hwys.
(gr, surf, & strs) #1

9801

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Gary Potter
Robert Gormsen

DATE: April 26, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Harney County Flood Repair Project
May 3, 1984 Letting
Early Contract Award

-1801

On May 3, we will be taking bids on the Harney County Flood Repair Project. Because of the emergency nature of this project, we have advised the bidders in Subsection 103.02 of the special provisions that the Division will be prepared to award the contract either the afternoon of the bid opening or the following morning. We also advised the bidder that he should be prepared to execute the contract at that time.] No

The purpose of this memo is to advise you of those special provisions and ask that you take the appropriate action to expedite the award of this contract.] will not do.

See note below.

SHM:ja

cc J. H. Versteeg

4-30
Called Macnab this A.M. + told him that this was not the case. - We probably will withhold award until Mon. A.M. based on politics, FHWA's status, etc etc etc.
GP

PROGRAM SECTION
MANAGER GP PROJECT UNIT ✓
[illegible] K✓
REFER TO
FOR

81-125-1387

9808

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1984

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
APR 24 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

007-OYA-4-005041
Harney County Flood Repair

Referring to your letter of August 4, 1983 regarding the above subject, we are again having problems in Harney County and have requested "Emergency Authorization" to raise sections of the Steens and Frenchglen Highways and some sections of Harney County roads. We are requesting your review and approval that this work is authorized under the "nationwide permit" 33 CFR 330.5(a)(23).

The following material is enclosed:

1. Construction Plans.
2. Letter to Dale E. Wilken, Division Administrator, Federal Highway Administration, from H. S. Coulter, State Highway Engineer.
3. Letter to Lyn Hardy, Emergency Management Division, from Dale White, Harney County Judge.
4. Correspondence from the Governor's Office.
5. Division of State Land's special conditions for Removal-Fill Permit.

We are anticipating contracting this project as soon as possible so that the work can be done this summer. Your early review and approval would be greatly appreciated.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Enclosures

FET:DEK:ge

bc E. S. Hunter
D. L. Trout
D. E. Keyes

Form 734-3122

9808

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO
[illegible]
FOR
Info | ~~~~ | R/D | D/R | Sign | Act | File

April 18, 1984
IN REPLY REFER TO
HFO.4/5-OR/409.1

Miller
cy Hunter
Schwartz
4-19

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Request for Emergency Relief Funds
Your letter, April 17, 1984

This is to acknowledge receipt of your letter of intent, dated April 17, 1984, to request Emergency Relief Funds, authorized under Sections 120 and 125 of Title 23, U.S. Code, for the repair of damage to Federal-aid highway systems. This damage is resulting from flooding and highway inundation caused by the continued rising waters of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water which has occurred this spring on Oregon 78 (FAP 72), Steens Highway, Oregon 205 (FAS 171), Frenchglen Highway, FAS-B473, Narrows-Princeton Road, and various county roads in Harney County, Oregon.

You should proceed with performance of the emergency operations, including emergency repairs necessary on the Federal-aid highway systems to restore essential travel, to protect the remaining facilities, to reduce the extent of damage; to perform that permanent restoration work which is required as an associated part of the emergency operations; and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

It is recognized that based on Transportation Commission authorization of State funds, PS&E has been developed and advertised for bids (May 3rd letting) to raise the affected roadways to elevation 4104. You deemed this necessary in view of the rising waters to maintain traffic and to protect the 1983 ER work from further damage. We have reviewed the PS&E and advised you that the PS&E meets Federal-aid requirements.

4-20-84
cc Versteeg
Hart
Hector ESH
4-23-84

RECEIVED
TECHNICAL SERVICES
APR 20 '84
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

The eligibility of such work for ER funds will be contingent upon a favorable finding by the Federal Highway Administrator on the eligibility of the disaster and subsequent approval of the work by FHWA.

The basis for the Administrator's decision will be a field report with estimates of cost to repair and reconstruct the damaged Federal-aid routes and evidence of the widespread extent of the intensity of the disaster which my staff is now preparing in conjunction with your staff.

If the Administrator concurs in the disaster, all emergency work must be included in an emergency program, and the program when submitted for approval shall include a detailed outline of the necessary emergency operations performed and a description of the permanent restoration work proposed. Eligibility of permanent restoration work for ER funding other than that performed as an associated part of the emergency operations, shall apply only to the work performed after program approval and authorization by this office.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

9808

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: April 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: H.S. Coulter, P.E.
State Highway Engineer

Subject: Harney County Emergency Repair

This is to update our recent requests for emergency repair funds for flood damage repair as a result of the continued rise in waters associated with Malheur Lake, Harney Lake, Mud Lake and associated bodies of water.

The water levels in these bodies of water have risen to unprecedented elevations, raising the number of acres of private lands flooded from 30,000 in March 1983, to a predicted total of 116,000 to 125,000 acres by the summer of 1984.

Road damage and inundation is currently being experienced as follows:

Frenchglen Highway -----	4.3 miles is currently being damaged by wave action, and is expected to be inundated this week; with road closure expected this week.
Steens Highway ---------	0.5 miles are inundated.
Narrows-Princeton Hwy.--	1.0 miles are inundated.

Current projections indicate 2.1 additional miles of the Frenchglen Highway, 2.0 miles of the Steens Highway, and 4.1 miles of the Narrows-Princeton Highway will be flooded and subject to wave action damage. Various county roads are experiencing flooding and wave damage along an additional 14.2 miles.

Form 734-3122

Occasional closures of all routes are being experienced as flooding and wave action render the routes impassible because of embankment erosion, bridge and culvert washout and surfacing erosion. Emergency repairs by maintenance crews are being performed on a round the clock basis as needed to keep the routes open; however, as a result of continued rise of the waters, closure of some or all of the routes will occur within days of the date of this letter.

On March 2, 1984 we submitted a supplemental request for emergency repair funds for the Frenchglen and the Narrows-Princeton Highway, and on March 8, 1984 we submitted a new request for emergency repair funds for the Steens Highway.

On April 4, 1984 we requested PS&E authorization for Harney County flood repair for the Frenchglen, Steens, Narrows-Princeton Highways and various county roads. You reviewed the PS&E request and found it acceptable for Federal-Aid purposes.

Attached is the Governor's formal declaration of a state of emergency disaster, with specific reference to damage on the Frenchglen, Steens, Narrows-Princeton Highways and various county roads.

The previous work and this request are now summarized as follows:

	1983		1984	
	Miles	Dollars	Miles	Dollars
Frenchglen Hwy.	4.3	1.02	6.1	2.56
Narrows-Princeton Hwy.	3.5	0.68	5.1	0.82
Steens Highway	0	0	2.5	1.18
	7.8 miles	$1.7m	13.7 miles	$4.56m

*Total ER funds requested in 1983 was $3.8 million, of which $1.7 million were expended. The work accomplished last year was raising the roadbed, rip-rap and temporary surfacing. The remaining funds from last year's authorization are for permanent surfacing and finishing work.

This 1984 request is then summarized as follows:

Balance from 1983	$ 2.1 million
Supplemental Request	$ 1.28 million
New Request for Steens	$ 1.18 million
Total	$ 4.56 million

Please consider this, along with our March 2, March 8, and April 4 submittals, a formal request for emergency repair funds. We have advertised for bid opening on May 3, 1984 to award a contract or contracts for embankment, rip-rap, surfacing and other work to maintain essential travel, to protect existing facilities, and to prevent further damage.

In the event the water levels rise above what is currently predicted, we plan to request additional funds to perform further emergency work.

GAP:bkb
bc: F.D. Miller
E.S. Hunter
R.N. Bothman
W.E. Schwartz
G.A. Potter
R.D. Hector

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4 (Second Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands inundated by Malheur Lake, Harney Lake, Mud Lake and associated bodies of water. The water levels in these bodies of water and associated bodies of water have risen and reached unprecedented elevations. Malheur Lake now stands nearly nine feet above the October 1982 elevation. A new state of emergency disaster exists which is of catastrophic nature. In addition to the 30,000 acres of private lands flooded by March 1983, 116,000 acres will be inundated by the summer of 1984.

In addition to the inundation of the lands described, 4.3 miles of the Frenchglen Highway is being damaged by wave action and is expected to be inundated, 0.5 miles of the Steens Highway and 1.0 miles of the Narrows-Princeton Highway are presently inundated by flooding waters. Projections are for additional flooding to 2.1 miles of the Frenchglen, 2.0 miles of the Steens and 4.1 miles of the Narrows-Princeton Highway. Fourteen and two-tenths (14.2) miles of various other county roads are receiving considerable damage by the flooding waters and wave action. Occasional closure of the Frenchglen Highway has occurred as flooding waters continue to erode the embankment and surfacing above the riprap elevation. Emergency repairs have been performed to the damaged areas as the rising and flooding waters continue to threaten permanent closure of the roadways. Provisions have been made in Section 125, Title 23 U.S. Code, for disasters befalling the states, such as has occurred in this instance, providing funds for immediate emergency repair of roadways.

IT IS ORDERED AND DIRECTED:

1. Paragraph 1 of Executive Order EO - 83 - 4 is amended to read:

"1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from rain and melting of the unusually heavy snowpack and consequent disruption of commerce and transportation services within the county. I direct all state agencies and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction, raising the grade of the Frenchglen Highway, Steens Highway, Narrows-Princeton Highway and associated county roads, is vital to the area providing transportation services, well-being and health to the citizens of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency."

2. The first amendment to Executive Order EO - 83 - 4, dated June 15, 1983, is rescinded.

Done at Salem, Oregon this 17th day of April, 1984.

GOVERNOR

ATTEST:

Norma Paulus

SECRETARY OF STATE

Route Slip

Date 4/5/84

TO: Name	Division/Section	Initial	Date
1. ED HUNTER,	HIGHWAY DIV, TECH. BRANCH		
2.			
3.			
4.			
5.			

☑	as requested	☐	investigate	☐	per conversation
☐	approval	☐	justify	☐	prepare reply
☐	comment	☐	necessary action	☐	return with more detail
☑	confer	☐	initial and return	☐	review and circulate
☐	for your information	☐	note and file	☐	signature

IF I RECALL CORRECTLY, YOU REQUESTED THIS INFORMATION LAST WEEK. IN ANY EVENT - THIS IS A RELATIVELY COMPLETE SUMMARY OF THE HARNEY CO. SITUATION

FROM: ARCHIE MUSTARD, EMD Phone No. 8-4124

Central Stores 51569

☐ See Other Side

Recycled Paper

Office of the Governor
State of Oregon

EXECUTIVE ORDER No. EO - 83 - 22

NOTED
E. S. HUNTER

EMERGENCY DISASTER - HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands inundated by Malheur Lake and its associated bodies of water. This declaration was amended on June 15, 1983, with respect to specific damages suffered by various highways and roads in the area as a consequence of inundation. On December 9, 1983, the County Court for Harney County presented information gathered from state and federal agencies, and private citizens, demonstrating the continuation of this emergency disaster, and the likelihood it will not be resolved by the end of 1983.

IT IS ORDERED AND DIRECTED:

Paragraph 4. of Executive Order EO - 83 - 4 is amended to read:

> "4. Unless amended, extended or sooner rescinded, this Executive Order expires on December 31, 1984."

RECEIVED
TECHNICAL SERVICES
APR 6 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

Done at Salem, Oregon, this
22nd day of December, 1983.

Governor

Attest:

Deputy Secretary of State

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4 (First Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. Malheur Lake, Harney Lake, Mud Lake and associated bodies of water in Harney County have continued to reach unprecedented elevations. Malheur Lake now stands nearly seven feet above its October 1982 elevation. In addition to inundation of lands described in the initial declaration of emergency disaster, approximately 1.5 miles of the Frenchglen Highway have been inundated by Malheur Lake. An additional 3.5 miles of the Frenchglen Highway are suffering damage from high water, as are various county roads. Prospects for considerable additional flooding continue. Provisions have been made in section 125, Title 23, U.S. Code, for disasters befalling the states, such as has occurred in this instance, providing immediate replacement of damaged roadways.

IT IS ORDERED AND DIRECTED:

1. Paragraph 1. of Executive Order EO-83-4 is amended to read:

> "1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from mountain rain and snow runoff, and consequent disruption of commerce and transportation within the county. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction of an elevated Frenchglen Highway and associated county roads is vital to the security, well-being and health of the citizens of the State of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency."

Done at Salem, Oregon, this 15th day of June, 1983.

GOVERNOR

ATTEST:

Norma Paulus

SECRETARY OF STATE

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4

EMERGENCY DISASTER, HARNEY COUNTY

Malheur Lake and associated bodies of water in central Harney County have reached unprecedented elevations. Malheur Lake is nearly seven feet above its normal elevation and has inundated approximately 30,000 acres of private lands; Mud Lake has flooded about 2,600 acres of private lands; and Harney Lake has flooded approximately 4,000 acres beyond its normal shores. This condition has caused extensive economic loss by making vast areas of land unavailable for grazing and other agricultural purposes. The U.S. Soil Conservation Service and State Water Resources Department further report that seasonal drainage from the Ochoco and Malheur National Forests and Steens Mountain is only beginning and that considerable additional flooding can be expected.

IT IS ORDERED AND DIRECTED:

1. A state of emergency disaster is declared to exist with respect to those lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster.

2. This declaration is not intended to request U.S. Corps of Engineers assistance, under the Advanced Measures Authority of P.L. 84-99, regarding the proposed Malheur Gap drainage ditch. Such a request, if deemed warranted, will be made only following a thorough review by federal and state resource agencies of the environmental impacts of the construction of such a drainage channel.

3. The area described in paragraph 1. of this Executive Order shall be considered a disaster area for purposes of property tax deferral under ORS 311.730 and 311.780.

4. Unless amended, extended or sooner rescinded, this Executive Order expires on December 31, 1983.

Done at Salem, Oregon this 14th day of March, 1983.

GOVERNOR

ATTEST:

Norma Paulus

SECRETARY OF STATE

Office of the Governor
State of Oregon

EXECUTIVE ORDER EO - 82 - 7

EMERGENCY DISASTER AREA, HARNEY COUNTY

Malheur Lake and associated bodies of water in central Harney County have reached elevations which appear to be unprecedented. According to a report of the State Water Resources Department dated June 4, 1982, Malheur Lake was nearly seven feet above its normal elevation, having inundated approximately 30,000 acres of private lands; Mud Lake was flooding about 2,600 acres of private lands; and Harney Lake was flooding approximately 4,000 acres beyond its normal shores. Although this condition is not sudden and catastrophic, it is unprecedented and destructive, causing considerable economic loss by making vast areas of land unavailable for grazing and other agricultural purposes. The State Water Resources Department further reports that drainage is only beginning from Steens Mountain, and that considerable additional flooding can be expected.

IT IS ORDERED AND DIRECTED:

1. A state of emergency disaster is declared to exist with respect to those lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster.

2. The area described in paragraph 1 of this executive order shall be considered a disaster area for purposes of property tax deferrals under ORS 311.740 to 311.780.

3. Unless extended or sooner rescinded, this executive order expires on December 31, 1982.

Done at Salem, Oregon, this 9th day of June, 1982.

GOVERNOR

ATTEST:

Norma Paulus
SECRETARY OF STATE

1859

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 22, 1984

The President
The White House
Washington, D.C. 20500

Through:

Mr. William H. Mayer, Regional Director
Federal Emergency Management Agency
Region Ten
Federal Regional Center
Bothell, WA 98021

Dear Mr. President:

Under the provisions of Section 301(b), Public Law 93-288, as implemented by 44 CFR 205.41, I hereby request that you declare a Major Disaster for all of Harney County, Oregon as a result of the effects of a continuation of flooding conditions for a third consecutive year.

Harney County, located in the southeastern part of the State, is the largest county in Oregon. Principal topographic features include the Snow, Aldrich, and Strawberry Mountains to the north, the Steens Mountains to the south and the Harney Basin, a large circular depression in the central part of the county with no outlet for natural drainage.

The Harney Basin contains a complex of three lakes; Harney, Malheur and Mud, that provide the major storage of water in the county. Principal rivers providing drainage from the mountains include the Silvies River and the Donner und Blitzen River, both of which flow into Malheur Lake. The size of the lakes varies over years from nearly dry to thousands of acres, depending upon the amount of rain and snowfall and the annual runoff.

For the past three years, the county has received unprecedented snowfall in the mountains and rainfall across the county. These abnormal conditions have resulted in a progressive filling of the Harney Basin with water to a level that, this year, is forecast to reach 4101.0 feet, some 8.0 feet above the normal meander line of Malheur Lake of 4093.0 feet. The normal lake area of some 45,000 acres is forecast to expand to some 115,000 acres during the spring and summer of this year. Flooding conditions in 1982 and 1983 contributed to the filling of the lake to a current area of some 96,000 acres. The current area is the highest in recorded weather history and, I am advised, exceeds the area recorded in the verbal history of the Paiute Tribe.

The slow, relentless, flooding has gradually inundated a larger and larger area and has forced second and third generation ranch families from their homes and to reduce or severely curtail their range operations. County, state and federal highways are accumulating severe damages and extended closures. Last week, the Union Pacific Railroad placed a Rail Service Embargo on their Oregon Eastern Branch line due to the current flooding conditions. Since the lumber industry in Harney County depends upon the UPRR for transport of product to eastern markets, this action will have a critical impact on the economic vitality of the county.

The amount and severity of disaster related damages, impacting on a single county, are tremendous. Although the full impact is not yet known, preliminary estimates are as follows:

Private Residential:	$ 632,000.00
Business:	355,000.00
Agricultural:	3,850,000.00
Public (County Roads, Non FAS):	4,500,000.00
	$9,337,000.00

These conditions began in 1982. At that time, I directed the implementation of the state's emergency plan and, on June 9, 1982 declared an Emergency Disaster in Harney County. My original declaration has been amended, or extended, each year since 1982 to continue to provide state support to Harney County. The latest amendment was made on December 22, 1983. I have taken all appropriate actions available to me under state law.

I have determined that this situation has reached a level of severity and magnitude such that effective response is beyond the capabilities of the state and the local government and that supplementary federal assistance is necessary. Preliminary estimates of the nature and extent of federal assistance needed under PL 93-288, as amended, are tabulated in Enclosures A and B. Estimated requirements for federal assistance from certain federal agencies under other statutory authorities are tabulated in Enclosure C. The estimates in these enclosures are based on the results of surveys done within the county. They are also based on past experience with disasters and the programs that were requested. In fact, several of the indicated programs have been activated by the appropriate federal agencies in previous years in an attempt to cope with this particular situation.

State and Local Government Actions

Due to the extended nature of this disaster, state and local government response has been provided for a somewhat limited, but continuing basis.

The principal state agencies involved have been:

Oregon State Highway Division (Damage Assessment and Road and Bridge Repair)

Water Resources Department (Impact Assessment)

Emergency Management Division (Coordination and Impact and Damage Assessment)

Department of Fish and Wildlife (Impact Assessment)

Oregon State University (OSU) Extension Service (Information and Impact Assessment)

All departments of Harney County government have been involved in an ongoing response to the flooding conditions for the past two years. The principal contribution has been made by Harney County Judge Dale M. White, the Harney County Road Department and the Harney County Assessor's Office.

Federal Agency Action

This request would be incomplete without noting, and expressing appreciation for, the contributions of the following federal agencies during the past two years:

- U.S. Department of Agriculture
  - Agricultural Stabilization and Conservation Service
  - Farmer's Home Administration
  - Soil Conservation Service
- U.S. Department of the Interior
  - Bureau of Land Management
  - Fish and Wildlife Service
- Federal Highway Administration
- U.S. Army, Corps of Engineers

All of these agencies have contributed significantly, under agency emergency authority, to provide much needed and beneficial support both to the state and to Harney County. I regret to note however, that due to the duration of this unusual situation, these agencies are expected to reach the limits of their existing available resources prior to the onset of the most severe impact of the continuing flooding conditions.

Conclusion

I intend to implement the Individual and Family Grant Program (IFGP) as described in Enclosure A. I am specifically requesting the implementation of temporary housing assistance under Section 404(b) of PL 93-288, Disaster Unemployment Assistance from the Department of Labor, emergency loans from the Farmer's Home Administration and the Small Business Administration, and the Herd Preservation Program of the U.S. Department of Agriculture.

Pursuant to Federal Emergency Management Agency regulations, I certify that the total expenditures and obligations for this major disaster for which no federal reimbursement will be requested are expected to exceed $3,690,000.00, in accordance with the table in Enclosure D.

I have designated Lyn Hardy as the State Coordinating Officer for this request. He will work with the Federal Emergency Management Agency on further assessments and may provide later information or justification on my behalf, if necessary.

Sincerely,

VICTOR ATIYEH
GOVERNOR

Gerry Thompson
Executive Assistant

Enclosures

ESTIMATED REQUIREMENTS FOR INDIVIDUAL ASSISTANCE

PL 93-288

COUNTY	TEMPORARY HOUSING	IFGP	DUA
HARNEY	20	20 x $5,000 = $100,000.00	20 x $140/wk for 52 wks - $182,000.00
TOTALS:	20	20/$100,000.00	20/$182,000.00

ENCLOSURE A

ESTIMATED REQUIREMENTS FOR PUBLIC ASSISTANCE

PL 93-288

COUNTY		CATEGORY B	TOTAL
HARNEY	Seely Lane	1.7 Miles	$ 260,000
	Lawen Lane	6.7 Miles	2,190,000
	Double "O" Road	5.8 Miles	2,050,000
	TOTAL	14.2 Miles	$ 4,500,000

ENCLOSURE B

ESTIMATED REQUIREMENTS FOR OTHER FEDERAL AGENCY PROGRAMS

COUNTY	SBA HOME LOANS	SBA BUSINESS LOANS	USDA (HPP)	FMHA LOANS	CORPS OF ENGINEERS
HARNEY	12	1	37	20	$17 Million

ENCLOSURE C

GOVERNOR'S CERTIFICATION

I certify that for this current disaster, state and local government expenditures and obligations will constitute a reasonable amount of the funds of such state and local governments for alleviating the damage, loss, hardship or suffering resulting from such disaster. As stated in my basic letter, and based on information available at this time, tabulation of these estimated total expenditures and obligations, for which no federal reimbursement will be requested, follows:

CATEGORY OF ASSISTANCE	AMOUNT STATE	 LOCAL
INDIVIDUAL ASSISTANCE	$25,000.00	NA
PUBLIC ASSISTANCE	$2,340,000.00	$1,125,000.00
	$2,565,000.00	$1,125,000.00

GRAND TOTAL $3,690,000.00

ENCLOSURE D

SUPPLEMENTARY JUSTIFICATION
STATE DAMAGE ASSESSMENT

I. Background

Harney County is the largest county in Oregon, consisting of over 10,000 square miles. Its size ranks it larger than eight states of the United States. Harney County has a population of 7,515 with the major employment being provided by the principal industries of Forestry and Manufacturing and Livestock Raising and Agriculture.

The lumber industry, statewide, has been depressed for the last several years. The unemployment rate in the mill work industry in Harney County has exceeded 20% in the recent past. The generally depressed state of the housing market contributed to the closure, and eventual sale, of Hines Lumber Company, the largest mill in the county. This mill was purchased by Snow Mountain Pine Company about 18 months ago and just reopened. The UPRR embargo on the Oregon Eastern Branch line will have a severely detrimental effect on the fledgling Snow Mountain Pine operation.

Agriculture, particularly livestock raising, provides the second major source of income and employment in Harney County. The effects of the three year duration flooding in Harney Basin have been extreme. Current estimates are that 20 ranchers will be forced to sell their herds if assistance is not forthcoming this year. An estimated 3,000 head of cattle were sold in 1982, due to flooding in that year. My information is that most ranchers with operations in the Malheur Lake area will be forced to sell their herds this year. That action would result in foreclosures on the ranches because there would not be income available to make ranch payments.

The impact on livestock herds (cattle) may be demonstrated by consideration of 1982 livestock sales income in Harney County of $22,534,000.00 as compared with 1983 sales of $17,602,000.00. This is a reduction of some $4,932,000.00. The All Crop and Livestock Income Sales for 1982 were $27,743,000.00, compared with the 1983 income of $21,716,000.00.

Vacant housing is available in the Burns-Hines area for those persons displaced by the rising water. Implementation of the FEMA Temporary Housing Program would provide shelter to those in need. Due to lack of income most victims can not afford to pay rent for available housing.

II. Impacts

A. Effects on People:

The flooding of the Harney Basin has resulted in:

6 Residences Destroyed
12 Residences with Major Damage
4 Residences with Minor Damage

Preliminary estimates of the impact of the current conditions indicate that unemployment will increase due to the curtailment of operations at the Snow Mountain Pine Company, Frenchglen Millwork, and Oregon and Northwestern Railroad.

B. Effects on State and Local Government

The flooding has directly impacted a total of 69 families. 27 families have been forced to leave their homes and 10 families are currently walking or boating into their property.

Further anticipated road closures will isolate an additional 14 families and may force Malheur Refuge personnel to make an extended detour of some 50 miles each way to manage their "Double O" unit from the existing headquarters.

C. Effects on Business

One business has experienced the destruction of their office/management facility.

As previously outlined, three major employers (Snow Mountain Pine, Frenchglen Millwork and the Oregon and Northwestern Railroad) have suffered a curtailment of operations, laid off employees and suffered a loss of profitability and production due to the current flooding.

Damages to farms and ranches are cumulative. In many cases, what was damaged last year has been/will be further damaged this year. 1984 marks the third year in a row that farmers and ranchers adjacent to and north of the lakes have lost production and income in annually increasing amounts which, in some cases, are 100% losses. Homes, outbuildings and fences, in addition to being inundated and subject to rot, are also deteriorating due to the effects of freezing conditions and expanding and shifting ice.

The impact of the flooding on the economic conditions in Harney County, not previously identified, has been assessed as follows:

FAS System Roads	$3,160,000.00
Utilities (Electrical)	310,000.00
Union Pacific Railroad	4,000,000.00
Payroll Loss	1,124,495.00
Property Value	775,000.00
Tax Revenue (Harney County)	46,000.00
	$9,415,495.00

III. State and Local Responses

A. State

The State Emergency Plan, and a State Declaration of an "Emergency Disaster for Harney County", took effect on my order in June, 1982, This original Executive Order and action has been amended or extended each year since 1982. My latest Executive Order, dated December 22, 1983, extends my emergency powers through 1984.

The Oregon State Highway Division is the state agency most capable of providing meaningful assistance to Harney County at this time. I have directed that the Highway Division provide all available support to Harney County. Currently under consideration, with a strong likelihood of implementation, is for the Highway Division to utilize some 50 personnel and required heavy equipment to undertake raising and repair of the FAS system roads in Harney County, with an estimated repair cost of some $3,160,000.00.

Associated Highway Division Funds, applicable to road and bridge repair are:

Contract Maintenance	$1,709,000.00
Structural Maintenance:	2,200,000.00
	$3,909,000.00

B. Local Response

Harney County government has been living with, and responding to, the identified flood emergency conditions for some three years.

Local response, while not specifically identified, has taken place on a continuing basis for that period of time. The county estimates that they have expended $62,000.00 in flood fight operations to this point, principally involving personnel and equipment of the Harney County Road Department.

Due to the extended, gradual, nature of this particular emergency, specific emergency response expenditures are difficult to identify.

The local commitment, indicated in Enclosure D, represents the limit of current local commitment capability.

STATE OF OREGON **INTEROFFICE MEMO**

Executive
DEPT.

378-4124
TELEPHONE

TO: Gerry Thompson
Executive Assistant

DATE: March 26, 1984

FROM: Archie Mustard
Emergency Management Division

SUBJECT: Anticipated Benefits - Harney County Presidential Declaration

Governor Atiyeh's request to the President for a "major disaster" declaration for Harney County asks for the implementation of the following federal programs:

Individual and Family Grant Program (IFGP) - To provide a maximum grant of $5,000.00 for each individual and/or family eligible to participate. State match (25%) required. Anticipated cost to the state: $25,000.00.

Temporary Housing Program (THP) - To provide housing to those individuals or families who require such assistance as a result of a major disaster.

Disaster Umemployment Assistance (DUA) - To provide unemployment assistance to those who have lost employment due to the occurrence of the disaster and who are not eligible for other unemployment assistance programs.

Emergency Loans (SBA) and Farmers Home Administration (FMHA) - These programs are designed to meet physical disaster-related losses of real and personal property. Should provide for repair, replacement or rebuilding of real and personal property.

Herd Preservation Program - A USDA program to provide 10 lbs. of feed per day per Animal Unit Month (AUM) to ranchers who have suffered a 40% loss of necessary feed, and who do not have the cash or credit to continue their operations.

Public Assistance - In the Harney County situation, this applies primarily to obtaining federal assistance to repair and raise county roads. The county estimates damages of some $4.5 million. The county is expected to provide 25% match, some $1.25 million. The state, by a commitment of some $2 million 340 thousand, enhances the likelihood of favorable FEMA reviews.

The Highway Division has given agreement to the concept of expending state funds in the amount of $2,340,000.00 to repair Federal Aid System (FAS) roads in Harney County that have been/will be impacted by the flooding conditions.

The minimal, readily identifiable federal assistance we are requesting is $4,657,000.00, for a combined state/local expenditure (commitment and "match") of $3,690,000.00. Additional, undetermined federal expenditures would become available from the temporary housing, SBA & FMHA loans, and the herd preservation programs.

AM:kab

DISASTER COMMITMENT

PURPOSE

* * * * *

INSTRUCTIONS

* * * * *

WORKSHEETS

* * * * *

REPORTING FORMS AND PROCEDURES

This information will be
required if a request for a
Presidential Declaration of a
"Major Disaster" is anticipated.

State of Oregon
Executive Department
Emergency Services Division

PURPOSE AND DESCRIPTION

The concept of Emergency Services is that each level of government will respond to an emergency before requesting assistance from the next higher level of government. This concept is applicable to city, county and state government.

When assistance is requested from county or state government the requesting unit of government furnishes information on the type and extent of emergency services it has provided; usually on an informal basis. If however, the President is asked to declare a "Major Disaster" and provide related federal assistance, a more formalized reporting of both state and local emergency efforts is required. This reporting is referred to as COMMITMENT.

Commitment does not necessarily imply that more state and local effort is needed: only that the effort be documented. Commitment generally consists of those emergency activities carried out to respond to or recovery from disaster.

Emergency activities reimbursed by insurance or federal funds is not considered commitment. Wherever possible, the actions should be translated in dollar values or costs.

This packet provides a system for estimating and reporting state commitment in a consistant fashion.

CONTENTS OF THIS KIT

Included in this kit are various materials to assist the state agency official to estimate and report their commitment. These materials include:

- General Criteria for Commitment (page 2)
- Instructions for Commitment Worksheets (page 3)
- Commitment Categories (page 6)
- Commitment Worksheet (page 9)
- Instructions for Reporting Commitment (page 7)
- Sample Statement of Commitment (page 7)

Each state agency should maintain a supply of these commitment kits and should be prepared to compile the information as soon as possible if requested by Emergency Services Division.

The Commitment worksheet is only to facilitate estimating commitment. The only information which is actually needed by Emergency Services Division is the end result - the commitment.

A statement of commitment is NECESSARY before the President will declare a "Major Disaster". THE EMERGENCY RESPONSE NORMALLY PROVIDED BY STATE GOVERNMENT IS USUALLY SUFFICIENT COMMITMENT BUT IT MUST BE DOCUMENTED.

STATE COMMITMENT

GENERAL CRITERIA

- The commitment must be translatable into dollar expenditures.
- The expenditures must be from public funds.
- The expenditures must be for activities related to the particular disaster including but not limited to:
    - warning
    - evacuation
    - other emergency protective measures
    - restoration of damaged public facilities
- The expenditures may be either funds already expended or projections of expenditures.
- The expenditures can not include:
    - private and individual corporation expenditures.
    - expenditures for regular time of emergency personnel, such as police, fire, emergency services, or for volunteer personnel.
    - expenditures that will be reimbursed by:
      Insurance
      Federal funds (disaster or otherwise).
- The expenditure of moneys from the state restoration fund for restoration of damaged state facilities will be considered commitment.

COMMITMENT WORKSHEETS
INSTRUCTIONS

1. Identify name of the state agency.

2. Check type of activity (see Commitment Categories, page 6).

3. Fill out emergency related costs and related information in sections A through H of worksheet. Enter in the following columns and categories as applicable.

   I. TOTAL EMERGENCY EXPENDITURE - The total cost of all emergency activities, repair, or restoration. This total should equal the sum of the other three columns.

   II. TO BE REIMBURSED BY INSURANCE - Repair or restoration costs covered under insurance policies including flood insurance. Uninsured damages to insured structures should be placed in column II or III. Do not include damages covered by the state restoration fund here. Those cost will be included under IV, Commitment.

   III. REIMBURSEMENT TO BE REQUESTED FROM FEDERAL FUNDS - An estimate of emergency activities or the cost of restoration or repair of uninsured public facilities for which some type of federal assistance will be requested. Such assistance includes "Public Assistance" in a "Major Disaster" and specialized assistance from various federal agencies. Assistance to be requested from the Federal Highway Administration should be entered in section (H). THIS IS NOT AN APPLICATION FOR FEDERAL ASSISTANCE.

   IV. NON-REIMBURSED EMERGENCY EXPENDITURE - COMMITMENT - That portion of (I), Total Emergency Expenditure, not (II) Reimbursed from Insurance or (III), To Be Requested from Federal Funds I - (II + III). This value represents the emergency expenditure of the state agency, which is COMMITMENT. Damages to be restored through the state restoration fund would be included here.

A. PERSONNEL COSTS

(1) Number of Emergency Workers - those people on the payroll of the agency who were involved in any emergency related work within the work category.

(2) Average Hourly Salary - the hourly salary of the emergency workers described in 1. Seperate into (a) regular time and (b) overtime. Since the salary of emergency workers will vary, an overall estimate may be needed based on the judgment of the estimator. HOURLY RATES SHOULD NOT INCLUDE FRINGE BENEFITS OR ADMINISTRATIVE OVERHEAD.

(3) Total Man Hours - the total emergency related (a) regular time and (b) overtime worked by employees of the agency. Do not include regular time of police, fire, or other emergency personnel whose duties do not change because of the emergency, but include overtime of such personnel under (b).

(4) Salary - the application of the information from (2) and (3) to estimate total (a) regular and (b) overtime salary paid or earned by emergency workers. If more accurate salary estimates are available steps (2) and (3) may be deleted. DO NOT INCLUDE FRINGE BENEFITS OR ADMINISTRATIVE OVERHEAD HERE.

(5) Fringe Benefits and Administration - the costs associated with such items as social security, retirement, medical or other employer contributions or administrative overhead related to employees involved in the disaster. If the percentages of salary differ from the (a) 20 % and (b) 10% indicated use the actual percentage. These costs cannot be entered in column III.

(6) Per-diem Costs - any costs involving meals, lodging, travel and other costs for which emergency workers will seek reimbursement as a result of the disaster.

(7) Total Personnel Cost - totals as indicated.

B. EQUIPMENT

(1) Equipment Use - costs associated with the operation of equipment in response to the disaster including rental, fuel, maintenance, etc. If operators costs were not included as personnel costs (A), enter here. If equipment was donated or volunteered only include the public cost of operating the equipment.

(2) Equipment Damage - costs associated with the repair or replacement of equipment damaged by the disaster. Include parts, service costs, or personnel time if not covered under personnel costs (A).

C. MATERIALS AND SUPPLIES

(1) Consumed - the cost or value of such items as sand and gravel, lumber, and other construction materials or clothing, tools, food, paper, etc., consumed whether from existing stock or purchased

(2) Destroyed - the replacement cost of state owned materials and supplies destroyed by the disaster.

D. COST OF CONTRACT WORK

All costs associated with emergency work done under contract by private firms or individual or other governmental units including the cost associated with administering the contracts. Such contracts could cover contruction, engineering, maintenance, or other disaster related services. If the cost was included under sections (A), (B), or (C) do not include here.

E. OTHER COSTS

This section may be used to itemize costs not applicable to other categories such as:

(1) rental of buildings, facilities or land.
(2) extra emergency related telephone or utility costs.
(3) interest in monies used or borrowed to respond to the emergency.

This section may also be used in lieu of sections (A) through (D) where the detailed breakdowns cannot be estimated but total costs are known or where a specific work item is listed but not itemized, e.g., repair bridge, remove certain debris, replace park, etc.

F. TOTAL COSTS - total emergency costs (A) through (E).

G. GRANT ADMINISTRATION COSTS

Those costs associated with the overhead and administrative expenses related to obtaining, processing, or administering federal grants related to the disaster. The amount of these grants will generally be indicated on (F-III) of the worksheet. Such cost may include salary, materials, accounting, or audits, field inspections, etc. THE SALARY COST ASSOCIATED WITH ESTIMATING THIS COMMITMENT WOULD BE AN EXAMPLE. Unless a better estimate is possible, 5% of the federal assistance to be requested may be used. THESE COSTS CANNOT BE ENTERED IN COLUMN III.

H. FEDERAL AID HIGHWAY REPAIR COSTS

The local share of costs associated with the repair of federal-aid highways. Even though FHwA funds are available they generally will not cover 100 percent of costs. If such costs are covered in previous sections do not enter here.

I. TOTAL COMMITMENT - The total in column VI of (A) through (H).

4. All applicable spaces on the worksheet should be filled out. If not applicable indicate by "N.A."; if zero, indicate by "0".

5. Be as accurate as possible but remember "this is only an estimate and errors will not effect any assistance to be provided.

6. Provide the name and phone number of the estimator and the date on which the estimates were made.

7. Transfer (I) total commitment from each worksheet to "Statement of Commitment" (sample, page 7) and attach copies of completed worksheets to "statement" if so desired.

8. Maintain copies of the worksheets for reference by state and federal officials if needed.

COMMITMENT CATEGORIES

1. Emergency Protective Work

   These activities carried out before, during and after a disaster for the protection of life or property.

2. Debris Removal

   These activities including the removal of debris and wreckage from roads, parks, stream channels and other public lands.

3. Restoration of Public Facilities.

   These activities include the rebuilding or repair of various publicly owned facilities.

4. Mass Care and Feeding

   Those activities carried out to care for disaster victims on a group basis rather than on an individual basis. These may include providing sleeping facilities, and preparing and serving food for disaster victims.

5. Temporary Housing

   Those activities aimed at providing emergency short term housing to disaster victims. This housing is provided by the federal government through federally owned or leased structures or through mobile homes. State commitment might consist of costs associated with mobile home site preparation including the cost of installing and providing utilities.

6. Other Individual Service

   Those activities not included in categories 1-5 including debris removal from private land, care of mass injuries and health problems, disposition of the deceased and any other items for which non-federal money is expended. This category generally corresponds to "Situation assesment V" but may be related to other assessment reports.

COMMITMENT REPORTING INSTRUCTIONS

1. Transfer commitment from worksheets to "Statement of Commitment" including total of all commitment.
2. After approval by appropriate agency personnel, relay the information to Emergency Services Division by the following methods:
    - a. Immediately by telephone, radio or other rapid communication transmit the imformation, and
    - b. By mail, currier, or other slower means transmit a copy of the "Statement of Commitment".
3. At your descretion, submit copies of the worksheets along with the "Statement of Commitment".
4. If timely, the statement of commitment may be transmitted along with your situation assessment.

STATEMENT OF COMMITMENT

SAMPLE

As a result of the heavy rains commencing on January 26, 1980, and resultant flooding, we the undersigned submit the following estimates of the efforts of this agency to mitigate or respond to the disaster.

Emergency Protective Work	*$63,000*
Debris Removal	*16,000*
Mass Care and Feeding	*3,000*
Restoration of Public Facilities	*29,000*
Temporary Housing	*29,000*
Other Commitment	*7,000*
TOTAL COMMITMENT	*$147,000*

We declare these efforts to be within the capability of this agency and consider such expenditure a reasonable commitment of the resources available for meeting the effects of the disaster.

Agency______________________________

Name_______________________________

Phone______________ Date____________

COMMITMENT WORKSHEET

AGENCY____________________________

Use a separate worksheet for each commitment category.

COMMITMENT CATEGORY (check one)

1. Emergency Protective Work ☐
2. Debris Removal ☐
3. Restoration of Public Facilities ☐
4. Mass Care and Feeding ☐
5. Temporary Housing ☐
6. Other Commitment ☐

A. PERSONNEL COSTS*

(1) Number or workers_______

(2) Average hourly salary;

a. regular time $_______

b. overtime $_______

(3) Total Man hours;

a. regular time_______ hrs.

b. overtime_______hrs.

	I TOTAL EMERGENCY EXPENDITURE must equal total of II, III, IV	II TO BE REIMBURSED BY INSURANCE	III** REIMBURSEMENT TO BE REQUESTED FROM FEDERAL FUNDS	IV NON-REIMBURSED EMERGENCY EXPENTIURES **COMMITMENT**
(4) Salary				
a. regular time (2a x 3a)				
b. overtime time (2a x 3b)				
(5) Fringe Benefits and Administration				
a. regular time***(20% of 4a)			▨	
b. overtime (10% of 4b)			▨	
(6) Per diem costs				
(7) Total Personnel Costs (total 4 through 6)				

*Excluding regular time of police, fire, emergency services of volunteer workers and personnel costs associated with administration of federal assistance (see Section G).

**Not available for category 5, Fringe Benefits and Administration.

***Different percentages may be used if readily available.

For Assistance or Information, Call:

Emergency Services Division

378-4124

	I TOTAL EMERGENCY EXPENDITURE must equal total of II, III, IV	II TO BE REIMBURSED BY INSURANCE	III REIMBURSEMENT TO BE REQUESTED FROM FEDERAL FENDS	IV NON-REIMBURSED EMERGENCY EXPENDITURES COMMITMENT
B. EQUIPMENT COST				
(1) Equipment Purchase and Use*				
(2) Equipment Damage				
(3) Total Equipment Cost				
C. COST OF MATERIALS AND SUPPLIES				
(1) Consumed*				
(2) Destroyed				
(3) Total Material and Supplies				
D. CONTRACT WORK COSTS				
E. OTHER COSTS**				
(1)________________________				
(2)________________________				
(3) Total Other Costs				
F. TOTAL (A through E)				
G. GRANT ADMINISTRATION COSTS*(5% of F)**			▨	
H. FED-AID HIGHWAY REPAIR COSTS				
I. TOTAL COMMITMENT (A through H)				

*Excluding equipment, materials or supplies volunteered or donated. Hand tools and protective clothing cannot be reimbursed under column III.

**This section may be used in addition to or in lieu of detailed breakdown in A through D. Do not include costs already entered in A through D.

***Includes accounting costs, damage survey costs, audit costs related to FDAA Public Assistance grants for restoration under column III.

Commitment developed by________________________

Phone____________________ Date________________

7808

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
H. S. COULTER

April 4, 1984
IN REPLY REFER TO
HFO-OR

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project ER-330(4)
Harney County Flood Repair
PS&E Documents

This will acknowledge receipt of Mr. Gary Potter's April 4, 1984 memorandum requesting PS&E authorization for the subject project.

As you are aware your March 2 supplemental request for additional Emergency Repair funds for the Frenchglen Highway and the Narrows - Princeton Road was denied in my March 16 memorandum. Also, a formal request and the Governor's declaration have not been received for the Steens Highway, however, we are aware that the request is under preparation by your staff.

We have reviewed your PS&E submittal and find it acceptable for Federal-aid purposes. Authorization of ER funds cannot be made until a favorable finding is made by the Federal Highway Administrator on the eligibility of the supplemental request and the new request involving the Steens Highway. Funding with State money until ER funds are approved is satisfactory.

We do acknowledge the urgency associated with your action and that the work included in the subject PS&E documents is necessary to maintain essential travel, to protect the existing facilities, and to prevent further damage.

Sincerely yours,

Dale E. Wilken
Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
Region (R Pillsbury)

cys
Hunter
Bothman
4-10

NOTES ON HARNEY COUNTY FLOODING PROBLEM

(1) Ed Hunter and I joined the Governor's Friday staff meeting for a discussion of the Harney County flooding problem.

(2) Gerry Thompson emphasized that no decision had been made about a canal to release the water from the lake. However, she would like us to review the implications of that canal.

(3) The perspective should be that we are seeking a solution to relieve emergency conditions.

(4) Details about the proposed channel will be coming from the Corps. Evidently, among the preliminary details are the following:

  a. Water is to be reduced to the meander line with an elevation of 4093 feet.

  b. It would go 17.2 miles.

  c. There would be a one-foot-per-mile drop.

  d. It would carry 100-200 cubic feet per second.

  e. 400-acre feet per day could be drained off.

  f. In the first year, the water level could be reduced 2 1/2 feet.

  g. By July 1, it appears that the water will be at 4101 feet.

  h. It looks like the canal would be 40-50 feet wide.

(5) Gerry would like for us to review the legal, economic, and environmental implications of a channel on our agency. The Governor will have to make a decision by May 15.

(6) Ed Hunter will deal with Bob Oliver to determine what our agency should do. Of course, we will proceed with our arrangements with the Federal Government to gain funds for road improvements. Whether we get involved in a more detailed way remains to be seen. It would not seem so given Gerry's comments.

c/f 4-5 Hector

FDM:fn
4-2-84
cc: Hunter

9808

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 30, 1984

R. L. Friedenwald
Colonel, Corps of Engineers
District Engineer, Portland District
P. O. Box 2946
Portland, Oregon 97208

Governor Atiyeh has instructed me to sign this letter and transmit it to you. An original copy bearing his personal signature will be sent from Israel next week.

copies 26
mla'

Our current assessment of the worsening flooding conditions in the Harney Basin indicates that the flood disaster situation that has now existed in Harney County for the past two years, will intensify to emergency status with new record flood levels this year as a result of the spring runoff.

This forecast is based on recent information from Harney County and the U.S. Department of Agriculture, Soil Conservation Service, Snow Surveys Branch that identifies a specific threat of increased flooding (a July 1 forecast of Malheur Lake elevation 4101 feet), and verifiable estimates of damages anticipated to occur as a result of higher water. Although a slight decline in lake elevation is expected later this year, the lake has been substantially above flood stage for over two years now, and is not expected to return to near-normal elevations, without the intervention of man in the foreseeable future. The major damages documented by Harney County will continue to be incurred until such a time as the lake is brought under control.

Our assessment of response capability at the local level indicates that Harney County is willing and capable of providing immediate sponsorship of a proposed drainage channel solution to alleviate the problems despite severe financial limitations as a result of this long-term disaster. I am attaching a copy of the letter from the County Court reflecting their position on this matter. The County will provide all lands, easements and right-of-ways, Federal idemnification, and will establish a drainage district authority within the County to provide for such maintenance and operation requirements as may be necessary. An evaluation of State resources has established that aside from coordination and review functions, I presently have no authority to provide funds, manpower, or material for any substantial action to alleviate the current flooding by construction of an outlet channel at Malheur Lake.

R. L. Friedenwald
March 30, 1984
Page 2 of 2

I, therefore, request that an Advanced Measures investigation under the authority of Public Law 84-99, be implemented immediately by your office to determine the feasibility and propriety of constructing an outlet channel to drain flood waters from Malheur Lake into the South Fork Malheur River.

Concurrent with your action, I am directing all concerned State agencies to undertake the completion of necessary statutory review of this alternative, to address all legal, economical and environmental issues as may arise.

It is my understanding that previous PL 84-99 activities of this nature and magnitude have been undertaken in California and Utah (not to mention Mt. St. Helens) and such assistance is within the scope and authority of the Corps of Engineers.

Sincerely,

Gerry Thompson

Gerry Thompson
Executive Assistant
to the Governor

GT:ab

Enclosures

MA' 26

Office of the Governor
State of Oregon

Gov. Vic Atiyeh
State Capitol
Salem, Oregon
378-3121

RECEIV
TECHNICAL SER
REFER TO
FOR
Sign
D/R
R/D
Inves
Info

NOTED
H. S. COULTER

REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 29, 1984

Gov. Vic Atiyeh has asked President Reagan to declare all of Harney County in southeastern Oregon a major disaster area due to a third consecutive year of flooded conditions.

The governor, speaking from Damascus, Syria, where he is leading a trade mission to the Middle East, said that Malheur Lake is expected to cover some 115,000 acres in 1984 -- two and one-half times its normal 45,000 acres. The lake is one of three that receive rain and snow runoff from mountains surrounding the Harney Basin.

Ranch families have been forced from their homes, roads are under water, and the Eastern Branch line of the United Pacific Railroad recently closed a part of its line that is under water, the governor said.

The governor's request asked for implementation of several federal programs for the residents of Harney County, including:

--Up to $5,000 for each individual and/or family eligible for the Individual and Family Grant Program.

--The Temporary Housing Program (THP) for those families needing such assistance.

--Disaster Unemployment Assistance (DUA) for those residents who have lost employment due to the disaster and who are not eligible for other unemployment assistance programs.

--Emergency loans (SBA) and Farmers Home Administration loans designed to repair, replace or rebuild real and personal property.

cy- Hector
Potter
Gilmour
Versteeg
Terpin
Boyd
Hunt
4-2-84

-more/over-

--The USDA Herd Preservation Program to provide 10 lbs. of feed per day per animal to ranchers who have suffered a 40 percent loss of necessary feed and who do not have the cash or credit to continue their operations.

--Public assistance to repair and raise county roads, which Harney County officials have estimated at $4.5 million.

The governor said that Harney County disaster conditions have escalated over the past two years and that after monitoring the situation, he recently directed his staff to prepare the paperwork for the federal request. Atiyeh himself had declared the area a state emergency disaster area in 1982 and 1983.

"This situation has reached such a level of severity and magnitude that effective response is beyond the capabilities of the state and local government and supplementary federal assistance is necessary," the governor said. He added that there is "some indication from FEMA (the Federal Emergency Management Association) that the situation might be looked upon more favorably at this time."

Atiyeh said the declaration is unrelated to a U.S. Army Corps of Engineers proposal to build a channel to drain water from Malheur Lake into the south fork of the Malheur River.

No decision on building a channel has been made, according to the governor. "The channel is a separate issue which is currently being reviewed for environmental, legal and economic considerations," the governor said. "I have asked the Corps, the Harney County officials and the appropriate state agencies to assess these issues."

Atiyeh said he expects to receive that information in 30-60 days.

# # # #

County Court *for* Harney County
P.O. BOX 1147
BURNS, OREGON 97720

March 28, 1984

Honorable Victor Atiyeh
Governor State of Oregon
254 State Capitol Building
Salem, Oregon 97310

Dear Governor Atiyeh:

The Harney County Court would request that you immediately write a letter requesting the Corps of Engineers to do a comprehensive intensive investigation of the feasibility of constructing a drainage canal to lower Malheur Lake to the officially established meander line of 4093 feet.

In support of this request Harney County is willing and capable of providing immediate sponsorship of the proposed drainage channel solution to alleviate the problems despite severe financial limitations as a result of this long-term disaster. The County will provide all land easements and rights of way, federal indemnification, and will establish a drainage district authority within the County to provide such maintenance and operation requirements that may be necessary. The drainage district formation is not proceeding as rapidly as we had hoped; however, Harney County is prepared to assume the maintenance and operation responsibility.

Harney County, because of the existing emergency and the immediate need to request the Corps to proceed while Senator Hatfield has the pressure on, would request that your letter be forwarded to the Corps no later than Friday, March 30, 1984.

Sincerely,
HARNEY COUNTY COURT

Dale White
County Judge

County Commissioner

County Commissioner

DW:cd

-! Legal —

Economic -

Environmental -

300,000
,000

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 22, 1984

The President
The White House
Washington, D.C. 20500

Through:

Mr. William H. Mayer, Regional Director
Federal Emergency Management Agency
Region Ten
Federal Regional Center
Bothell, WA 98021

Dear Mr. President:

Under the provisions of Section 301(b), Public Law 93-288, as implemented by 44 CFR 205.41, I hereby request that you declare a Major Disaster for all of Harney County, Oregon as a result of the effects of a continuation of flooding conditions for a third consecutive year.

Harney County, located in the southeastern part of the State, is the largest county in Oregon. Principal topographic features include the Snow, Aldrich, and Strawberry Mountains to the north, the Steens Mountains to the south and the Harney Basin, a large circular depression in the central part of the county with no outlet for natural drainage.

The Harney Basin contains a complex of three lakes; Harney, Malheur and Mud, that provide the major storage of water in the county. Principal rivers providing drainage from the mountains include the Silvies River and the Donner und Blitzen River, both of which flow into Malheur Lake. The size of the lakes varies over years from nearly dry to thousands of acres, depending upon the amount of rain and snowfall and the annual runoff.

For the past three years, the county has received unprecedented snowfall in the mountains and rainfall across the county. These abnormal conditions have resulted in a progressive filling of the Harney Basin with water to a level that, this year, is forecast to reach 4101.0 feet, some 8.0 feet above the normal meander line of Malheur Lake of 4093.0 feet. The normal lake area of some 45,000 acres is forecast to expand to some 115,000 acres during the spring and summer of this year. Flooding conditions in 1982 and 1983 contributed to the filling of the lake to a current area of some 96,000 acres. The current area is the highest in recorded weather history and, I am advised, exceeds the area recorded in the verbal history of the Paiute Tribe.

The slow, relentless, flooding has gradually inundated a larger and larger area and has forced second and third generation ranch families from their homes and to reduce or severely curtail their range operations. County, state and federal highways are accumulating severe damages and extended closures. Last week, the Union Pacific Railroad placed a Rail Service Embargo on their Oregon Eastern Branch line due to the current flooding conditions. Since the lumber industry in Harney County depends upon the UPRR for transport of product to eastern markets, this action will have a critical impact on the economic vitality of the county.

The amount and severity of disaster related damages, impacting on a single county, are tremendous. Although the full impact is not yet known, preliminary estimates are as follows:

Private Residential:	$ 632,000.00
Business:	355,000.00
Agricultural:	3,850,000.00
Public (County Roads, Non FAS):	4,500,000.00
	$9,337,000.00

These conditions began in 1982. At that time, I directed the implementation of the state's emergency plan and, on June 9, 1982 declared an Emergency Disaster in Harney County. My original declaration has been amended, or extended, each year since 1982 to continue to provide state support to Harney County. The latest amendment was made on December 22, 1983. I have taken all appropriate actions available to me under state law.

I have determined that this situation has reached a level of severity and magnitude such that effective response is beyond the capabilities of the state and the local government and that supplementary federal assistance is necessary. Preliminary estimates of the nature and extent of federal assistance needed under PL 93-288, as amended, are tabulated in Enclosures A and B. Estimated requirements for federal assistance from certain federal agencies under other statutory authorities are tabulated in Enclosure C. The estimates in these enclosures are based on the results of surveys done within the county. They are also based on past experience with disasters and the programs that were requested. In fact, several of the indicated programs have been activated by the appropriate federal agencies in previous years in an attempt to cope with this particular situation.

State and Local Government Actions

Due to the extended nature of this disaster, state and local government response has been provided for a somewhat limited, but continuing basis.

The principal state agencies involved have been:

Oregon State Highway Division (Damage Assessment and Road and Bridge Repair)

Water Resources Department (Impact Assessment)

Emergency Management Division (Coordination and Impact and Damage Assessment)

Department of Fish and Wildlife (Impact Assessment)

Oregon State University (OSU) Extension Service (Information and Impact Assessment)

All departments of Harney County government have been involved in an ongoing response to the flooding conditions for the past two years. The principal contribution has been made by Harney County Judge Dale M. White, the Harney County Road Department and the Harney County Assessor's Office.

Federal Agency Action

This request would be incomplete without noting, and expressing appreciation for, the contributions of the following federal agencies during the past two years:

U.S. Department of Agriculture

Agricultural Stabilization and Conservation Service

Farmer's Home Administration

Soil Conservation Service

U.S. Department of the Interior

Bureau of Land Management

Fish and Wildlife Service

Federal Highway Administration

U.S. Army, Corps of Engineers

All of these agencies have contributed significantly, under agency emergency authority, to provide much needed and beneficial support both to the state and to Harney County. I regret to note however, that due to the duration of this unusual situation, these agencies are expected to reach the limits of their existing available resources prior to the onset of the most severe impact of the continuing flooding conditions.

Conclusion

I intend to implement the Individual and Family Grant Program (IFGP) as described in Enclosure A. I am specifically requesting the implementation of temporary housing assistance under Section 404(b) of PL 93-288, Disaster Unemployment Assistance from the Department of Labor, emergency loans from the Farmer's Home Administration and the Small Business Administration, and the Herd Preservation Program of the U.S. Department of Agriculture.

Pursuant to Federal Emergency Management Agency regulations, I certify that the total expenditures and obligations for this major disaster for which no federal reimbursement will be requested are expected to exceed $3,690,000.00, in accordance with the table in Enclosure D.

I have designated Lyn Hardy as the State Coordinating Officer for this request. He will work with the Federal Emergency Management Agency on further assessments and may provide later information or justification on my behalf, if necessary.

Sincerely,

VICTOR ATIYEH
GOVERNOR
by Gerry Thompson

Gerry Thompson
Executive Assistant

Enclosures

Original letter signed by Governor Atiyeh 3/25/84 and transmitted from Cairo, Egypt.

7205

GENERAL FILES

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March 22, 1984

FEDERAL EXPRESS (To Ron Linton for delivery)

The Honorable Robert F. Smith
Member of Congress
118 Cannon House Office Building
Washington, D. C. 20515

LEG

[illegible]

It is my understanding that Chairman Howard of the House Public Works Committee is contemplating introducing transportation legislation within the next several weeks and that a number of members have provided him with items, with the request that they be included in his bill. The Oregon Department of Transportation has several items of importance which we hope could be included in such a bill.

I am writing to you to describe those items and to urge you as a member of the Committee to seek their inclusion in the Chairman's draft bill.

One item you are well aware of concerns effects of flooding on the Frenchglen and other highways in Harney County, and our efforts to obtain emergency relief funding to alleviate that problem. It is our belief that it is far more cost effective to deal with this problem before the next floods than to be faced with restoring the roads following flooding; therefore, we propose a provision for preventive emergency relief in the amount of $4.56 million in order to protect the roadways from storm waters and runoff this Spring.

Another item has to do with funding of Interstate Substitution projects. Oregon in previous years has withdrawn several smaller segments of the Interstate System and, as a result, became eligible to receive Interstate Substitution funds. The level of funding in the first several years of this program was significant in giving us the ability to proceed in a speedy manner. Last year, several other states withdrew Interstate segments of significant cost resulting in a diluting of the amount of funds Oregon received by apportionment under the formula. A hold harmless provision would restore Oregon to a level of funding that preceded the recent withdrawals. Such a provision is being sought by Congressman Lipinski and Congressman Martin of Illinois.

There has long been a plan to improve two substandard interchanges and add two lanes to existing four lanes on the Interstate highway segment which bypasses Salem. Unfortunately, the previous approval was reversed because of actions surrounding the 1981 Interstate Cost Estimate, with the result that the cost of that improvement is not now in the estimate. We hope it would be possible to achieve a provision in the bill that would provide $75 million in funding necessary to include the added two lanes.

Ron Linton and his associate, Betsy Stark, provide consulting services to this Department concerning federal legislative matters. They will be visiting with you with additional information on these items and provide you with any other assistance you might need.

Your support in previous matters is greatly appreciated and any assistance you can provide concerning the above will be appreciated as well.

Fred D. Miller
Director

AL:fn

bc Ron Linton

bc H. S. Coulter
E. S. Hunter
Alan Lightner

1808

3/20/84

HARNEY COUNTY FLOODING

March 20, 1984

1. Background

(a) 1980 high water elev. 4,093 - covering 50,000 acres.

(b) 1983 high water elev. 4,098 - covering 100,000 acres.

(c) Received $3.8 million in ER Funds.

(d) Used $1.7 million in a contract (temporary surfacing).

  (1) Raised 4.3 miles of Frenchglen Highway to elevation 4,101.0.

  (2) Raised 3.5 miles of Narrows-Princeton.

2. Current Situation

(a) Evaporation in 1983 - 85% of normal.

(b) Record snowfall - 185% to 200% of normal.

(c) Water content - 110% of normal.

(d) Forecasted elevation 4,102 in May or June covering 116,000 acres.

3. Work Required in 1984

(a) Raise 6.1 miles Frenchglen - $2.56 million.

(b) Raise 5.1 miles Narrows-Princeton - $0.82 million.

(c) Raise 2.5 miles Steens Highway - $1.18 million.

(d) Total - 13.7 miles - $4.56 million.

4. Request Made for ER Funds

(a) Balance from 1983 - $2.10 million.

(b) Supplemental request - $1.28 million.

(c) New request for Steens - $1.18 million.

TOTAL $4.56 million

5. Action by F.H.W.A.

(a) Local office denied request for $1.28 million in supplementary funds.

(b) No reply on new request for Steens' $1.18 million.

6. Recommendation

(a) Raise the highways to elevation 4,104.0

(b) Take bids in April.

(c) Use State Funds if necessary.

(d) Continue effort to obtain ER Funds.

ESH:ja

OREGON DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING SALEM, OREGON 97310 378-6546

INFORMATION: JIM BOTTOM

TRANSPORTATION COMMISSION TO HEAR REPORT ON HARNEY, MALHEUR LAKES

March 15, 1984
84-19-S

The Oregon Transportation Commission will hear a report from the Highway Division at its scheduled March meeting about potential flooding in Harney County, where unusually heavy runoff is expected to swell Harney and Malheur lakes again this spring.

The commission meeting is set for 10 a.m. Thursday, March 20, at the Transportation Building in Salem.

The Highway Division is anticipating that spring runoff from surrounding mountains will cause water in both lakes to cover parts of the Steens (U.S. 78) and Frenchglen (U.S. 205) highways, major regional routes in southeastern Oregon.

State Highway officials have already requested $1.8 million in emergency relief funds from the Federal Highway Administration in anticipation of the problem. About two and a half miles of the Steens Highway are threatened by rising water, according to estimates.

The funds would be used to raise the level of the highways above the flood plain for the second time in two years. Some $3.8 million in emergency money was spent last summer in Harney County to raise the highways when flooding occured in the same area.

Officials hope work can begin soon, before the runoff rate peaks.

In another matter, the commission will not be asked to review or adopt a set of rules for use of interstate rest areas for "free" coffee stops. Instead, the commission will likely review the proposed rules--and public testimony taken recently about those rules--at its meeting set for April 16.

more

Highway Division officials said more time was needed to evaluate public comments on coffee in rest areas, which were taken at a public hearing in Salem on March 2. During the hearing, 12 out of 50 people present testified, asking that the "free" coffee weekends be extended to cover more than holiday weekends, and that the state provide utilities for nonprofit groups holding permits to serve in the rest stops.

Among those testifying in favor of the program were representatives from the Civil Air Patrol, Oregon State Police, Marion County Sheriff's Department and various emergency dispatch and REACT groups.

The division stopped issuing permits for serving giveaway coffee earlier this year, so that guidelines could be established. Partly at issue were the lack of written rules and the amount of weekend donations that were be taken in by nonprofit groups.

The commission will also hear comments from three ski groups about the recently shortened studded tire season, which ends one month early this year on April 1 for western Oregon. Expected to address the commission will be representatives from Mount Hood Meadows ski area, the Oregon Ski Area Operators Association and the Pacific Northwest Ski Association.

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9808

Form FHWA 121 (1/80)

GENERAL FILES

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION THE OREGON DIVISION - SALEM **UNITED STATES GOVERNMENT**

memorandum

Subject: Emergency Relief Funds Request -
Supplemental Request, Harney County
(Your ltr, 3-2-84, DES 16)

Date: March 16, 1984

From: Division Administrator

Reply to
Attn. of: HFO.4/5-OR/409.1

To: Mr. H. S. Coulter, State Highway Engineer

We have received your March 2 supplemental request for Emergency Repair funds to be used on the Frenchglen Highway and various Harney County roads. These roads were previously identified in your initial request of June 23, 1983, which was approved by Federal Highway Administration Deputy Administrator L. P. Lamm's August 2, 1983 letter to Governor Victor Atiyeh, and Mr. Staron's August 2 memorandum to Regional Administrator Green which you received as part of my August 15, 1983 transmittal.

The Emergency Relief Program under Section 125 of Title 23, U.S.C. is intended to aid States in their repairs to highways damaged as the result of the occurrence of a natural disaster or catastrophic failure. The provisions of this program become applicable only after such a disaster has occurred. Your supplemental request is based on potential damage which may occur as the result of a predicted future natural disaster - the natural disaster in this instance being the continued increase in the flooding of the Malheur Lake Basin.

Therefore, after careful review of your supplemental request, and in consultation with both our Regional and Washington, D.C. headquarters offices, we have concluded that since actual damage has not yet occurred, your request for supplemental ER funds is not eligible for funding under 23 U.S.C. 125. However, an informational copy of your request will be furnished to both our Region and Headquarters offices.

Emergency Relief funding, as previously approved in the above correspondence, for the 1983 disaster, remains available to complete that work. We understand that much of this work has now been completed, with only the permanent surfacing remaining to complete the repair project. Any funds which are not used for repairs made within the intent and scope of the initial approval action, including any excess funds resulting from an underrun in cost of the existing approved repair work, are not available for use on the proposed projects included in your supplemental request.

Dale E. Wilken
Dale E. Wilken

RECEIVED
STATE HWY ENGR
MAR 19 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2cc:
Region (HST-010.1)
(includes Ltr & Encls, 3-2-84, OSHD to
FHWA)

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3-19

Hunter
3-19

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAR 13 1984
RECEIVED
REGION 5 OFFICE

Rail line washes out between Ontario, Burn

3/12/84

BURNS (UPI) — The loss of a major railroad line due to a washout is the latest problem that is worrying Harney County officials, who have estimated that this spring's thaw could cause more than $15 million in flood damage.

Along with the estimated loss of $3.5 million in agricultural production, the county lost its railroad link Friday when a railbed washout caused the Union Pacific Railroad to close a spur line between Ontario and Burns.

Harney County Judge R. Dale White said the county also could lose three major highways as the combined lake area of Malheur Lake and normally dry Mud and Harney lakes reaches a forecasted peak of 158,000 acres in July.

White and the county commissioners sent damage predictions last week to Gov. Vic Atiyeh, asking that federal emergency disaster aid be sought for Eastern Oregon's high desert country as it suffers from record flooding for a third straight year.

Harney County and business officials claim that Union Pacific has been lax in protecting its rail line from flooding. White said the county, Oregon's largest with an area of 10,000 square miles, might suffer business losses of $20 million to $30 million annually if the rail line is abandoned.

Thomas LaHood, a UP spokesman in Omaha, Neb., said a washout around noon Friday about 20 miles east of Burns forced the closure. LaHood said there was no estimate when rail service would be restored.

Harney basin, which includes prime agricultural land, has no drainage outlet. The basin has experienced seven straight good water years, including record-breaking spring runoff and rainfall for the past three years.

The U.S. Soil Conservation Service forecasts that Malheur Lake will peak July 1 at the 4,100½-foot elevation level, almost two feet higher than last year's record high.

White said the flooding has plagued ranchers primarily in the past but now threatens the area's forest industry by taking away its lowest-cost transportation to markets.

Loss of the railroad will adversely affect the timber industry and could mean a loss of jobs, according to representatives of Mountain Pine Co. and Frenchglen Millwork Inc., which are operating the facilities previou
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and Highway 78
$3.16 million.

Washout or floodout?

3-13-84
Cy: S. Coulter
lm

RECEIVED
STATE HWY ENGR
MAR 16 '84
REFER TO
FOR

Info	Inve	R/D	D R	Sign	Act	File

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAR 1 3 1984 ☐
RECEIVED
REGION 5 OFFICE

ine washes out between Ontario, Burns

3/12/84

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Harney County Judge R. Dale White said the county also could lose three major highways as the combined lake area of Malheur Lake and normally dry Mud and Harney lakes reaches a forecasted peak of 158,000 acres in July.

White and the county commissioners sent damage predictions last week to Gov. Vic Atiyeh, asking that federal emergency disaster aid be sought for Eastern Oregon's high desert country as it suffers from record flooding for a third straight year.

Harney County and business officials claim that Union Pacific has been lax in protecting its rail line from flooding. White said the county, Oregon's largest with an area of 10,000 square miles, might suffer business losses of $20 million to $30 million annually if the rail line is abandoned.

Thomas LaHood, a UP spokesman in Omaha, Neb., said a washout around noon Friday about 20 miles east of Burns forced the closure. LaHood said there was no estimate when rail service would be restored.

Washout or floodout?

Harney basin, which includes prime agricultural land, has no drainage outlet. The basin has experienced seven straight good water years, including record-breaking spring runoff and rainfall for the past three years.

The U.S. Soil Conservation Service forecasts that Malheur Lake will peak July 1 at the 4,100½-foot elevation level, almost two feet higher than last year's record high.

White said the flooding has plagued ranchers primarily in the past but now threatens the area's forest industry by taking away its lowest-cost transportation to markets.

Loss of the railroad will adversely affect the timber industry and could mean a loss of jobs, according to representatives of Mountain Pine Co. and Frenchglen Millwork Inc., which are operating the facilities previously owned by Edward Hines Lumber Co.

Snow Mountain Pine owners have laid off about 10 employees of their Oregon-Northwestern Railroad that hauls logs from Seneca to Hines.

White also said the state Highway Division engineer estimated it would cost $4.5 million to raise three main county roads above the flood level and that emergency repairs to Oregon Highway 205 and Highway 78 could reach $3.16 million.

3-84
y: S. Coulter
lm

RECEIVED
STATE HWY ENGR
MAR 16 '84
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

DATE: March 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Emergency Relief Funds, Harney and Malheur Lakes
Harney County

We have recently received forecasts for the elevation of Harney and Malheur Lakes from both the State Water Resources Department and the National Weather Service. Both forecasts indicate that it is likely the Frenchglen Highway and the Steens Highway (Route 78) will be flooded in the period between May 5 and July 1 this year.

[illegible] 26
[illegible]

Based on that information, we are in the process of preparing applications for emergency relief funds with which we will raise both roads above the forecasted lake elevations.

In 1983, the Federal Highway Administration (FHWA) approved $3.8 million in emergency relief funds for use on the Frenchglen Highway and the Narrows-Princeton Road. In 1983, $1.7 million of those emergency relief funds were expended for temporary repair work on these two highways.

The Highway Division plans to use the remaining $2.1 million to raise the grade of 6.1 miles of the Frenchglen Highway and 5.1 miles of the Narrows-Princeton Road above the projected flood level for Malheur Lake. The Highway Division has submitted a supplemental request to the Federal Highway administration for $1,280,000 in emergency relief funds to complete the grading and surfacing on these two sections of highway.

A separate request for $1,180,000 in emergency repair funds, to be used to raise the grade of 2.5 miles of the Steens Highway, has been submitted to the FHWA for funding approval. This work on the Steens Highway is scheduled to be contracted in April of 1984, subject to the approval and availability of these emergency relief funds.

We have also worked up information including cost estimates on the Harney County roads that may be flooded. This information will assist Judge White of Harney County in applying for Federal Emergency Management Agency

(FEMA) funds from the Federal Government. These funds are available to counties for repair of damaged roads due to situations similar to the flooding of Malheur Lake.

This will be on the March 20 meeting agenda.

bc: Fred Miller
E. S. Hunter
V. E. Skoog
Bob Hector
Bob Gormsen
J. H. Versteeg
Dave Talbot

JHV:kkr srm

9808

March 8, 1984

The Honorable Mark O. Hatfield
United States Senator
322 Hart Senate Office Building
Washington, D.C. 20510

[illegible]

Re: Supplemental Request for Emergency Repairs
Frenchglen Highway and Various County Roads
Harney County, Oregon

Approval was received from the Federal Highway Administration in August 1983 for $3.80 million in emergency relief funds to restore portions of the Frenchglen Highway, Oregon Route 205 (FAS 171) and the Narrow-Princeton County Road (FAS-B 473). Of these funds, $1.70 million was expended in 1983. The balance of $2.10 million of approved emergency repair funds will be used to fund contract work in April 1984 by the Oregon Highway Division.

In addition, we are requesting $1.28 million in emergency repair funds to supplement the previously approved $3.80 million.

Attached is a copy of our submittal to the Federal Highway Administration for emergency relief funds to retain a major transportation service on the Federal Highway System.

H. S. Coulter, P.E.
State Highway Engineer

Attachment

bc: Fred Miller
E. S. Hunter
J. H. Versteeg
Bob Hector

DS:sh srm

SAME LETTER TO:

The Honorable Denny Smith
United States Congressman
1213 Longworth House Office Building
Washington, D.C. 20515

The Honorable Robert F. Smith
United States Congressman
118 Cannon Office Building
Washington, D.C. 20515

The Honorable Eugene D. Timms
State Senator
S307 State Capitol
Salem, Oregon 97310

The Honorable D. E. Jones
State Representative
H380 State Capitol
Salem, Oregon 97310

.. 7808

GENERAL FILES

P

March 8, 1984

The Honorable Mark O. Hatfield
United States Senator
322 Hart Senate Office Building
Washington, D.C. 20510

Re: Request for Emergency Repairs
Steens Highway, Harney County, Oregon

Approval was received from the Federal Highway Administration in August 1983 for emergency relief funds to restore portions of the Frenchglen Highway, Oregon Route 205 (FAS 171) and the Narrow-Princeton County Road (FAS-B 473).

It is now anticipated that the water level in the Malheur Lake Basin will raise to an elevation that will inundate portions of the Steens Highway, Oregon Route 78 (FAP 72).

Attached is a copy of our submittal to the Federal Highway Administration for emergency relief funds to retain a major transportation service on the Federal Highway System.

H. S. Coulter, P.E.
State Highway Engineer

Attachment

bc:
- Fred Miller
- E. S. Hunter
- W. E. Schwartz
- R. N. Bothman
- G. A. Potter
- J. H. Versteeg
- Cam Gilmour
- R. D. Hector

DS:ge srm

SAME LETTER TO:

The Honorable Denny Smith
United States Congressman
1213 Longworth House Office Building
Washington, D.C. 20515

The Honorable Robert F. Smith
United States Congressman
118 Cannon Office Building
Washington, D.C. 20515

The Honorable Eugene D. Timms
State Senator
S307 State Capitol
Salem, Oregon 97310

The Honorable D. E. Jones
State Representative
H380 State Capitol
Salem, Oregon 97310

DATE: March 8, 1984 MAI 26

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Emergency Repair
Steens Highway
Harney County, Oregon

Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of retaining major transportation service on the Federal Highway System in Harney County, Oregon.

There is potential loss of transportation service due to possible flooding, highway inundation, roadbed saturation, and pavement loss on the Steens Highway, Oregon Route 78, (FAP 72) in Harney County, Oregon.

It is anticipated that the water level in the Malheur Lake Basin will raise to a predicted elevation of 4101.5 by June, 1984. At this level portions of the highway will be inundated. This condition is due to the increased precipitation and runoff and decreased evaporation.

DESCRIPTION OF THE AREA

Harney County is the largest county in Oregon, consisting of over 10,000 square miles. Its size ranks it larger than eight states of the United States. A major portion of the county lies within the Great Basin, where no outlet for natural drainage exists.

A complex of three lakes, Harney, Malheur and Mud Lakes, comprise the major wet weather storage basin of water in this county. The size of the lakes vary over the years from nearly dry to hundreds of thousands of acres. The watershed that drains into these lakes is over 5,000 square miles, including the Steens Mountain Range with a summit elevation of 9670 feet.

cf. [illegible]

Although sparsely populated, Harney County has numerous important features. First and foremost among the features are vast livestock ranches and ranges. The county is a chief producer of livestock-cattle and sheep. It also produces timber in its National Forests, and has numerous recreational opportunities of hunting, fishing, camping, mountain and desert hiking. The Steens Mountain Range, a dramatic example of a fault-block mountain formation, is a famous attraction. A very important wildlife refuge, the Malhaur National Wildlife Refuge, draws 36,500 visitor days per year and is nationally famous for its abundant wildlife.

The wildlife refuge, Steens Mountains, large ranches and recreation opportunities are all served by the Steens Highway, Oregon Route 78. The highway is paved for a distance of 92 miles and runs south from the nearest population center, Burns, Oregon to the junction with US95 at Burns Junction. US95 is the primary access to adjoining states Idaho and Nevada.

The highway serves as the prime recreational route, serves visitors to the refuges, provides services and supplies for the large ranches, and the route for hauling livestock to and from market and to and from the summer and winter ranges. It is also a mail route and school bus route and carries a truck ADT of 40.

In addition to the State Highway, the area is served by a modest network of unpaved county roads and unimproved dirt access roads. This network of county roads feeds off to the various ranches, recreation facilities and livestock ranges in the region.

At a place called the Narrows, the Donner und Blitzen River, which drains from the Steens Mountains, empties in the three lakes; Harney, Malheur and Mud Lakes. The Donner und Blitzen River Valley itself basically comprises the Malheur Wildlife Refuge which consists of 183,000 acres.

DESCRIPTION OF THE PROBLEM

The rising waters of the lakes threaten closure of approximately 2.5 miles of the Steens Highway (see Exhibit A). This is the mileage that will require reconstruction to a higher elevation to prevent closure by inundation or saturation and shoulder damage by wind action. There are no acceptable detours to this highway.

In summary, this major regional route is threatened with closure or severe damage for 2.5 miles of its length. The transportation service loss in terms of economic service to the ranches, recreational users, visitors and services to the National Wildlife Refuge would be devastating.

HYDROLOGY AND PREDICTIONS

The contributing drainage area to the Malheur and Harney Lakes Basin is approximately 5,040 square miles. The major tributaries to Malheur Lake are the Silvies River and the Donner und Blitzen River. The main tributary to Harney Lake is Silver Creek. Water from Malheur Lake flows through the Narrows into Mudd Lake which spills over a sand reef into Harney Lake. Since neither of the lakes have an outlet, the annual precipitation and evaporation are the two most important factors influencing the surface area of the lakes.

The Harney and Malheur Lakes Basin is experiencing another winter of unusually heavy snowpack. During the 1983 water year, the snowpack was 180% of the average during the past 15 years which converts into approximately 600,000 acre-feet of runoff. As of January 25, 1984, the snowpack was approximately 5% greater than it was for the same date during 1983. Assuming that the snowpack during the remainder of the winter continues to be about 185% of normal, then the runoff this spring and early summer will once again be substantially above normal.

The level of Malheur Lake peaked at elevation 4098.8 feet last July and receded to elevation 4097.8 during September. On January 26, 1984 the elevation of Malheur Lake was 4098.8 feet which is the same elevation as last summer's peak. This summer the lake is expected to crest at about elevation 4101.5 feet and will inundate approximately 116,000 acres. The normal surface area of the lakes is about 50,000 acres.

This crest will inundate the highway annually for a bout three months. This period of time does not include occasional water on the road from wave action. If wave action is considered, then water may either be over or on the roadway for approximately six months.

PROPOSED SOLUTIONS

It is presently proposed to raise the grade of the Steens Highway three feet to an elevation of 4104.0. The roadway embankment will be armored with a blanket of shot quarry rock to protect it from erosion. Clean gravel will be placed to raise the roadway above flood elevations and a temporary asphalt surface treatment applied and left in that condition until future conditions can be assessed. The cost for that temporary emergency repair work is currently estimated at approximately $780,000. If additional temporary emergency repair is not necessary, and if no further damage occurs, permanent restoration to include asphaltic concrete sufacing is estimated to cost $400,000.

We expect to let a contract for this work on April 26, 1984.

The final solution will only be known when the future climatic factors have occurred and when the lake waters have adjusted accordingly.

CONCLUSION

There is a unique set of circumstances surrounding this potential catastrophe. First, flooding has not occurred at all in recent times. The possibility exists that a climatic cycle is beginning which will continue to produce more than average runoff. Second, projecting the water elevation curve for the remainder of 1984 and 1985 indicates that the roadway will be under water for a period of two or three months in each of those years (see Exhibits B, C, D and D-2). Third, there are no acceptable detours and closure will isolate ranchers and residents from essential supplies, fuel, mail, school bus and emergency services.

The severance and disruption of access annually for an extended period is a social and economic disaster of major proportions.

We request ER funds in the amount of $1.18 million to ensure uninterrupted transportation service this year.

In the event that the water level raises above that which is forecast, we will request additional funding in the future to ensure uninterrupted service on this important highway.

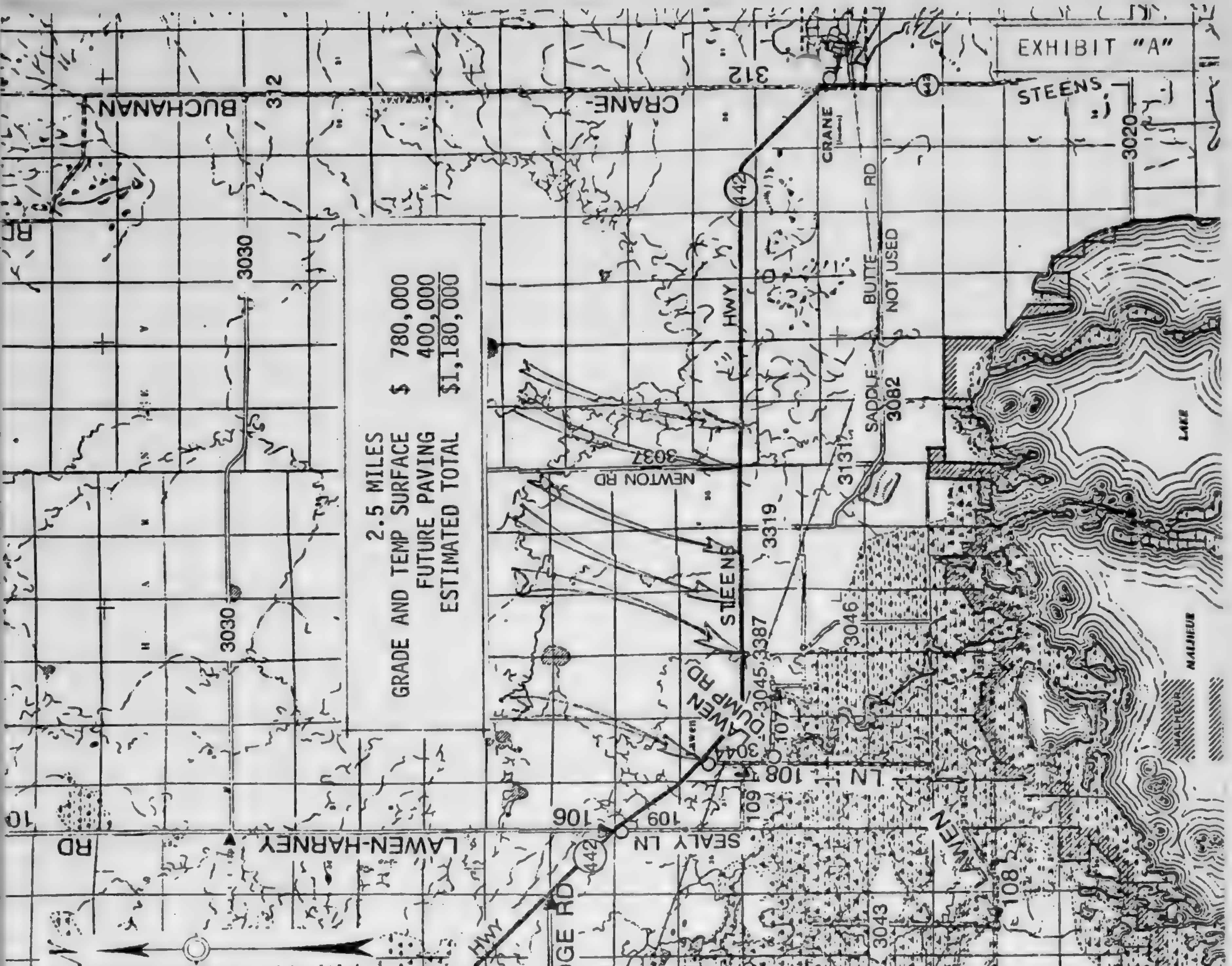
Attachments

cc: Senator Mark Hatfield
Congressman Denny Smith
Congressman Bob Smith
Senator Eugene Timms
Representative Denny Jones
Bob Oliver
Judge Dale White

FET/DS/DWB:ge

bc: Fred Miller
E. S. Hunter
W. E. Schwartz
R. N. Bothman
G. A. Potter
J. H. Versteeg
Cam Gilmour
R. D. Hector

EXHIBIT "A"



2.5 MILES

GRADE AND TEMP SURFACE $ 780,000

FUTURE PAVING 400,000

ESTIMATED TOTAL $1,180,000

BUCHANAN
312
CRANE-
CRANE
STEENS
3020
3030
HWY
442
BUTTE
RD
NOT USED
SADDLE
3082
3131
NEWTON RD
3037
3319
STEENS
3387
3046
LAWEN
DUMP RD
3045
3044
107
108
LN
LAWEN
LAKE
MALHEUR
LAWEN-HARNEY
RD
106
109
SEALY LN
3043
108
HWY
EMBREE BRIDGE RD
110
RYE GRASS LN
113
STEENS
WELL RD
111
3042
130
RD
3040
RED S RD
OLD EXPERIMENT
STA RD
114
112
FAYE LN
AIRPORT RD
115
116
RED BARN
3041
RANCH
ISLAND
130
FRENCHGLEN
3200
SPRINGS RD
3389
SUNSET
ALLEY RD
131
117
FRY
HOTCHKISS
LN
125
126
128

EXHIBIT B

- FORECAST METHOD -

The following assumptions were made in developing the hydrologic model of Malheur and Harney Lakes. This model was used to estimate the expected stage on the lakes throughout the year. Eighty percent of the runoff measured by the stream gages was assumed to eventually reach the lakes. This factor was computed by comparing the runoff from the gage at Voltage to the gage at Frenchglen. Both gages are located on the Donner and Blitzen River. The only outflow from the lakes was assumed to be from evaporation. The U.S. Weather Bureau has an evaporation gage at the Malheur Wildlife Refuge Headquarters. Evaporation values obtained from this gage were used to calculate evaporation volumes. The evaporation values were adjusted to account for the average precipitation in the area. The runoff distribution and volume throughout the year was obtained from stream gages in the basin. Lake surface area vs. stage and storage volume vs. stage curves were also developed for the basin. Exibits C and D show the monthly tabulation of calculations. Exhibit D-2 graphically shows the projected stage of the lakes.

DWB:ge
3/2/84

Exh

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET
GMF
2-17-84

-FORECAST CALCULATIONS-

		1983			1984												1985						
		O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
Evap.-Precip.	(in)				-1.03"	-0.82"	-0.71"	+0.15"	+3.71"	+7.59"	+10.29"	+9.07"	+5.04"	-0.06"	-0.90"	-0.93"	-1.03"	-0.82"	-0.71"	+0.15"	+3.71"	+7.59"	+10.
Surface Area	(acres)				96500	100000	102500	108000	115000	120000	118000	112000	107500	105000	105000	106000	107000	109000	110000	113000	116000	118000	1145
Evap.-Precip.	(acre-ft)				+8283	+6833	+6065	-1350	-35554	-75900	-101185	-84653	-45150	+525	+7875	+8215	+9184	+7448	+6508	-1413	-35863	-74635	-98
Avex. B	"				+30274	+30086	+80732	+113178	+107018	+45576	+15838	+7452	+6350	+3374	+4534	+6048	+15137	+15043	+40366	+56589	+53509	+22788	+79
Net	"				+38557	+36919	+86797	+111828	+71464	-30324	-85347	-77111	-38800	+3899	+12409	+14263	+24321	+22491	+46874	+55177	+17646	-51847	-902
Total	"				+38557	+75476	+162273	+274101	+345565	+315241	+229894	+152783	+113983	+117882	+130291	+144554	+168875	+191366	+238240	+293417	+311063	+259216	+168
Stage	(ft)			4098^{5}	4099^{0}	4099^{3}	4100^{0}	4100^{2}	4101^{5}	4101^{2}	4100^{5}	4099^{9}	4099^{5}	4099^{6}	4099^{8}	4099^{9}	4100^{1}	4100^{4}	4100^{7}	4101^{2}	4101^{3}	4100^{9}	410

200% normal run-off
normal evaporation

normal run-off
normal evaporation

Exhibit "C"

E HIGHWAY
MENT
LATION SHEET

-FORECAST CALCULATIONS-

SHEET ___ OF ___

	1984											
D	J	F	M	A	M	J	J	A	S	O	N	D
	-1.03"	-0.82"	-0.71"	+0.15"	+3.71"	+7.59"	+10.29"	+9.07"	+5.04"	-0.06"	-0.90"	-0.93"
	96500	100000	102500	108000	115000	120000	118000	112000	107500	105000	105000	106000
	+8283	+6833	+6065	-1350	-35554	-75900	-101185	-84653	-45150	+525	+7875	+8215
	+30274	+30086	+80732	+113178	+107018	+45576	+15838	+7452	+6350	+3374	+4534	+6048
	+38557	+36919	+86797	+111828	+71464	-30324	-85347	-77111	-38800	+3899	+12409	+14263
	+38557	+75476	+162273	+274101	+345565	+315241	+229894	+152783	+113983	+117882	+130291	+144554
4098^{5}	4099^{0}	4099^{3}	4100^{0}	4100^{2}	4101^{5}	4101^{3}	4100^{5}	4099^{9}	4099^{5}	4099^{6}	4099^{8}	4099^{9}

1985								
J	F	M	A	M	J	J	A	S
-1.03"	-0.82"	-0.71"	+0.15"	+3.71"	+7.59"	+10.29"	+9.07"	+5.04"
107000	109000	110000	113000	116000	118000	114500	108500	104000
+9184	+7448	+6508	-1413	-35863	-74635	-98184	-82008	-43680
+15137	+15043	+40366	+56589	+53509	+22788	+7919	+3726	+3175
+24321	+22491	+46874	+55177	+17646	-31847	-90264	-78282	-40505
+168875	+191366	+238240	+293417	+311063	+259216	+168952	+90670	+50165
4100^{1}	4100^{4}	4100^{7}	4101^{2}	4101^{3}	4100^{9}	4100^{1}	4099^{4}	4099^{9}

200% normal run-off
normal evaporation

normal run-off
normal evaporation

Exhibi

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

GMF
2-17-84

-FORECAST CALCULATIONS-

		1983			1984												1985						
		O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
vap. recip.	(in)				-1.24"	-0.99"	-0.86"	+0.12"	+3.08"	+6.30"	+8.54"	+7.53"	+4.18"	-0.07"	-1.08"	-1.12"	-1.24"	-0.99"	-0.86"	+0.12"	+3.08	+6.30"	+8.54"
[illegible]	(acres)				96500	100000	104000	108000	118000	121000	119000	115000	111000	109000	110000	111000	112000	115000	118000	121500	128500	132000	131000
[illegible]	(acre-ft)				+9972	+8250	+7453	-1080	-30287	-63525	-84688	-72163	-38665	+454	+9900	+10360	+11573	+9488	+8457	-1215	-32982	-69300	-93228
Arex.8	"				+30274	+30086	+80732	+113178	+107018	+45576	+15838	+7452	+6350	+6748	+9068	+12096	+30274	+30086	+80732	+113178	+107018	+45576	+15838
Net	"				+40245	+38336	+88185	+112098	+76731	-17949	-68850	-64711	-32315	+7202	+18968	+22456	+41847	+39574	+89189	+111963	+74036	-23724	-77390
Total	"				+40245	+78582	+166767	+270641	+347372	+329423	+260573	+195863	+163548	+170750	+189718	+212174	+254021	+293595	+382784	494747	+568783	+545059	+46766
tage	(ft)			$4098^{\underline{8}}$	$4099^{\underline{0}}$	$4099^{\underline{4}}$	$4100^{\underline{3}}$	$4101^{\underline{0}}$	$4101^{\underline{8}}$	$4101^{\underline{7}}$	$4101^{\underline{3}}$	$4100^{\underline{6}}$	$4100^{\underline{3}}$	$4100^{\underline{4}}$	$4100^{\underline{5}}$	$4100^{\underline{6}}$	$4100^{\underline{9}}$	$4101^{\underline{3}}$	$4101^{\underline{9}}$	$4102^{\underline{2}}$	$4103^{\underline{4}}$	$4103^{\underline{2}}$	$4102^{\underline{6}}$

Calculations for 200 % normal run-off and 83% normal evaporation

HIGHWAY
ENT
LATION SHEET

Exhibit "D"

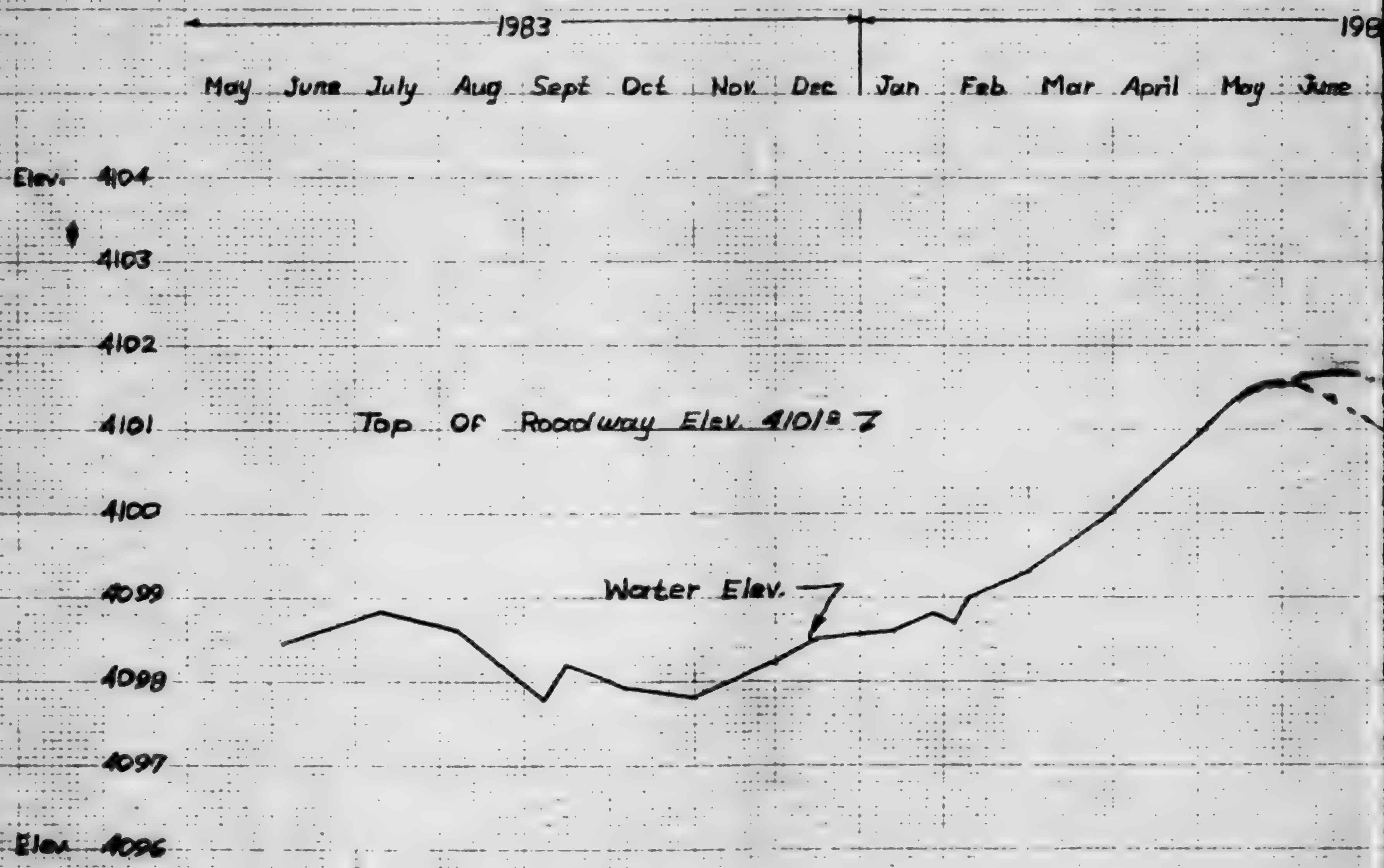
-FORECAST CALCULATIONS-

SHEET ___ OF ___ SHEET

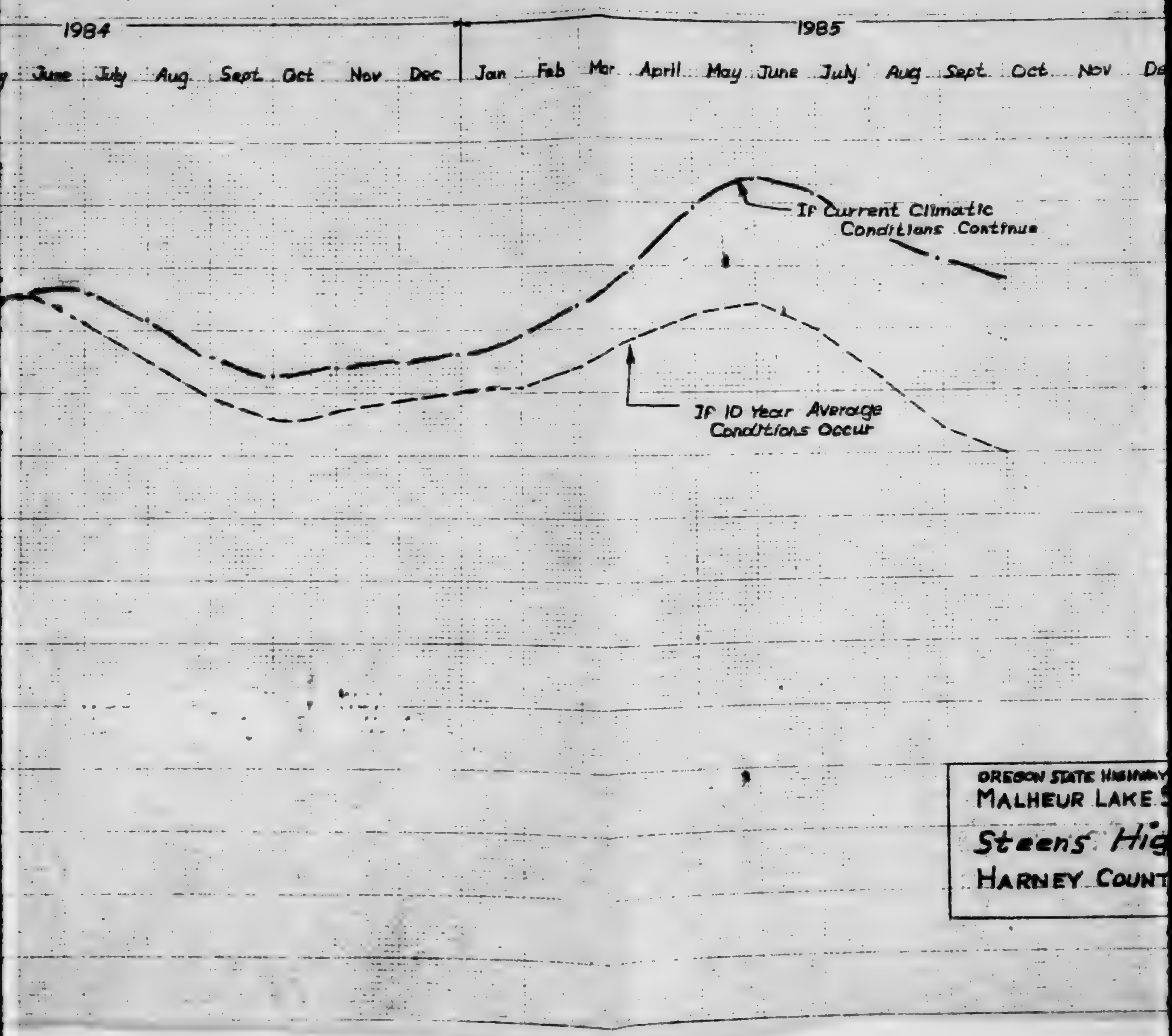
3	1984											1985								
D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
	-1.24"	-0.99"	-0.86"	+0.12"	+3.08"	+6.30"	+8.54"	+7.53"	+4.18"	-0.07"	-1.08"	-1.12"	-1.24"	-0.99"	-0.86"	+0.12"	+3.08	+6.30"	+8.54"	+7.53"	+4.18"
	96500	100000	104000	108000	118000	121000	119000	115000	111000	109000	110000	111000	112000	115000	118000	121500	128500	132000	131000	126000	122000
	+9972	+8250	+7453	-1080	-30287	-63525	-84688	-72163	-38665	+454	+9900	+10360	+11573	+9488	+8457	-1215	-32982	-69300	-93228	-79065	-42497
	+30274	+30086	+80732	+113178	+107018	+45576	+15838	+7452	+6350	+6748	+9068	+12096	+30274	+30086	+80732	+113178	+107018	+45576	+15838	+7452	+6350
	+40245	+38336	+88185	+112098	+76731	-17949	-68850	-64711	-32315	+7202	+18968	+22456	+41847	+39574	+89189	+111963	+74036	-23724	-77390	-71613	-36147
	+40245	+78582	+166767	+270641	+347372	+329423	+260573	+195863	+163548	+170750	+189718	+212174	+254021	+293595	+382784	494747	+568783	+545059	+467669	+396056	+35990
4098^{8}	4099^{0}	4099^{4}	4100^{3}	4101^{0}	4101^{8}	4101^{7}	4101^{3}	4100^{6}	4100^{3}	4100^{4}	4100^{5}	4100^{6}	4100^{9}	4101^{3}	4101^{9}	4102^{2}	4103^{4}	4103^{2}	4102^{6}	4102^{1}	4101

Calculations for 200 % normal run-off and 83% normal evaporation

MALHEUR LAKE
HARNEY COUNTY

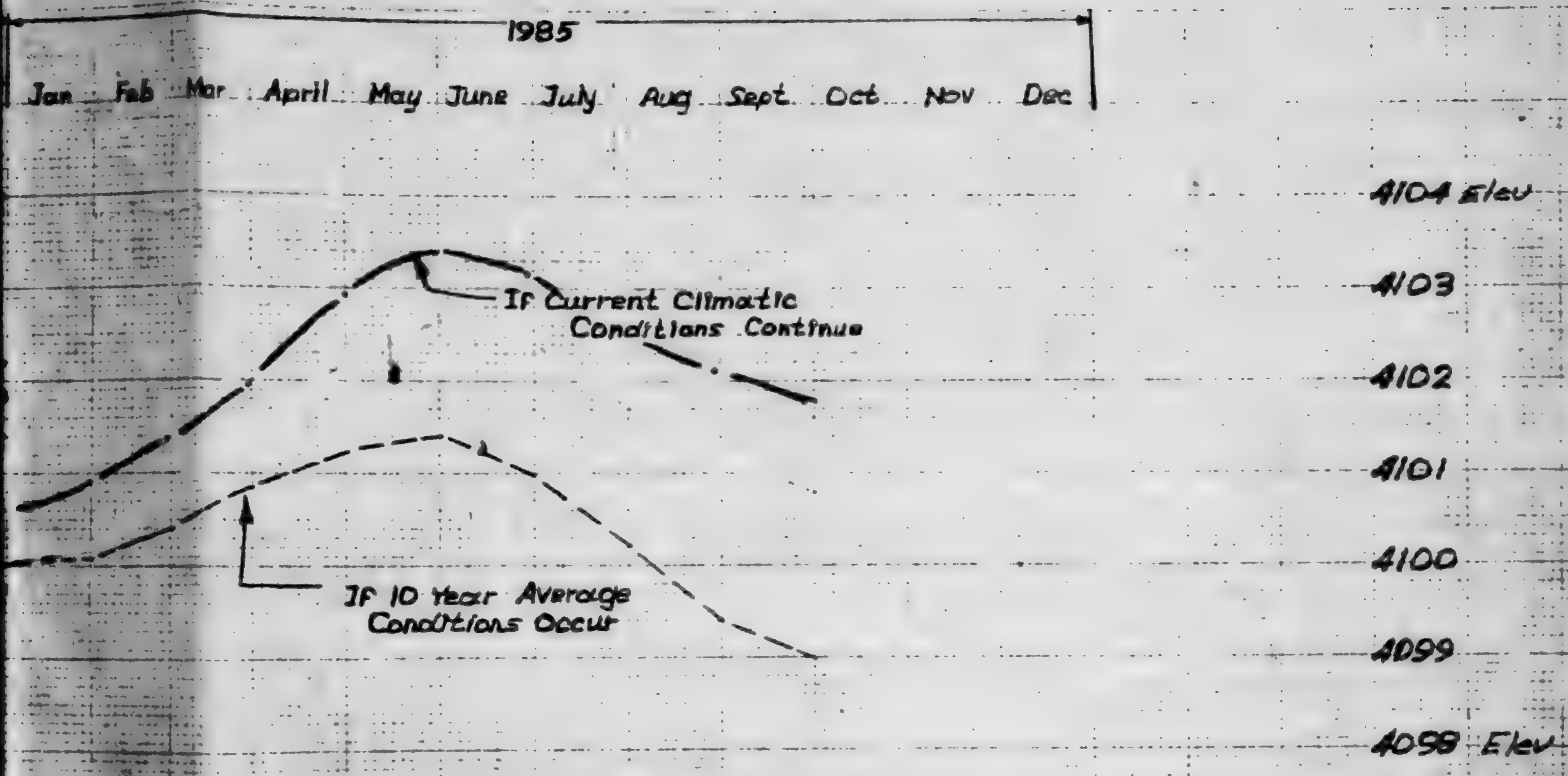


SOURCE
Oregon State Water Resource Department
And
USGS Publication
"Water Resources Data for Oregon"



OREGON STATE HIGHWAY
MALHEUR LAKE S
Steens Hig
HARNEY COUNT

Exhibit "D-2"



OREGON STATE HIGHWAY DIVISION
MALHEUR LAKE SECTION
Steens Highway
HARNEY COUNTY
Feb. 21, 1984

[illegible]

P

March 2, 1984

LOC 8

The Honorable Robert F. Smith
Member of Congress
118 Cannon House Office Building
Washington, D. C. 20515

We have recently received forecasts for the elevation of Harney and Malheur Lakes from both the State Water Resources Department and the National Weather Service. Both forecasts indicate that it is likely the Frenchglen Highway and the Steens Highway (Route 78) will be flooded in the period between May 5 and July 1 this year.

Based on that information, we are in the process of preparing applications for emergency relief funds with which we will raise both roads up above the forecasted lake elevations.

We expect to be transmitting those requests for emergency relief funds to the Federal Highway Administration by March 9, 1984. We will at that time transmit to your office copies of the application and supporting data.

Coulter
[illegible]

We are also working up information, including cost estimates, on the Harney County roads that may be flooded. Ed Hunter, Assistant State Highway Engineer, has a meeting with Harney County Judge Dale White in Burns on Monday, March 5, 1984. At that time, he will be giving to Judge White the information which we have developed in connection with our application for emergency relief funds. This information will assist Judge White in applying for FEMA funding from the Federal Government. These funds are available to counties for repair of damaged roadways due to situations similar to the flooding of Malheur Lake.

I appreciate your offer of assistance in obtaining funds for both the work on the state highways and county roads and I am sure we will be taking advantage of that offer within the next two or three weeks.

Fred D. Miller
Director

cc Anthony Yturri

bc H. S. Coulter
E. S. Hunter
Gary Potter (enc.)
J. H. Versteeg "
Bob Hector "
ESH:ja fn

ROBERT F. (BOB) SMITH
2ND DISTRICT, OREGON

COMMITTEE:
PUBLIC WORKS AND
TRANSPORTATION

CHAIRMAN:
REPUBLICAN TASK FORCE
ON AGRICULTURE

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE
118 CANNON HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
202-225-6730

DISTRICT OFFICES:
TOLL FREE 1-800-533-3303

1150 CRATER LAKE AVENUE
SUITE K
MEDFORD, OREGON 97501
503-776-4646

711 PONDEROSA VILLAGE
BURNS, OREGON 97720

February 10, 1984

NOTED
H. S. COULTER

RECEIVED
TECHNICAL SERVICES
FEB 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Fred D. Miller
Director
Dept Of Transportation
Transportation Bldg
Salem, OR 97310

Dear Fred:

In my contining concern over damages caused by substantial flooding in Harney County, I am writing today to re-emphasize my interest in being of help to you.

In recent days I have spoken with G. Ray Arnett, assistant secretary of Interior for Fish and Wildlife and Parks; and Robert F. Burford, director of BLM, about this year's recurrence of flooding. They've promised to cooperate to the fullest extent in making AUM's available again this year which could keep the cow herds intact and haying costs down.

Also, the Harney County Emergency Board resolved on February 3rd to begin working once again with individual ranchers affected by this year's flooding to provide the necessary AUM's. If you haven't already contacted the County agent to tell him of your need this year, please take the time to do so now.

Our experiences of last year should not go unheeded. We know what needs to be done and we need to get started quickly. If you have questions, please contact my office there in Burns or call my Medford office, toll-free, at 1-800-533-3303. I will be happy to help however I can.

Very truly yours,

Bob

ROBERT F. (BOB) SMITH
Member of Congress

RFS/sgs

due
3-1

RECEIVED
STAT HWY ENGR
FEB 23 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT DIRECTOR
FEB 21 '84
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X			X	

4205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 2, 1984

In Reply Refer to
File No.:
DES 16

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Supplemental Request
Frenchglen Highway and Various County Roads
Harney County

The Highway Division's June 23, 1983 request to the Federal Highway Administration (FHWA) for emergency repair on the Frenchglen Highway and various county roads in Harney County, Oregon, states in part:

> "Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of restoring a major and catastrophic loss of transportation service on the Federal Highway System in Harney County, Oregon.
>
> This significant and catastrophic loss of transportation service has occurred as a result of flooding, highway inundation, roadbed saturation, and pavement loss on the Frenchglen Highway, Oregon Route 205, (FAS 171) and various county roads in Harney County, Oregon."

FEDERAL HIGHWAY ADMINISTRATION EMERGENCY FIELD REPORT 1983

The FHWA's Division Administrator's July 7, 1983 Emergency Field Report on the 1983 High Water - Malheur Lake Basin to FHWA Regional Administrator states:

> "Beginning this spring and continuing to date the waters in the Malheur Lake Basin have continued to rise far beyond elevations which are normally associated with this area. The present water elevation of 4098.46 (June 6, 1983) is the highest water elevation since formal records have been kept beginning in 1938. The previous high water elevation recorded occurred in 1952 and was 4095.4. Local newspaper accounts based on interviews with long time local residents indicate that the present high water is higher than anyone can remember.

The unusually heavy snowpack in the Steens Mountains (a major contributor to the basin) and the general wet weather this area has experienced are the contributing factors leading to the extreme high water which is now being experienced. Malheur Lake Basin water area has grown in size from an average yearly maximum size (1955 - 1982 records) of 44,700 acres to over 100,000 acres at present.

The rising water in the Malheur Lake Basin has inundated two sections of the Frenchglen Highway (FAS 171) and various County roads, two of which are on the Federal-aid system (FAS-B473 and FAS-B472). The areas inundated along the Frenchglen Highway were constructed in 1960 and 1961 and have never been previously flooded or damaged by high water.

The high water threatens the roadbed by saturation, shoulder damage and wind driven wave erosion. The Frenchglen Highway is now closed to prevent passage because of unsafe conditions."

COST SUMMARY (FHWA'S FIELD REPORT - 1983)

Temporary	
State	$2,647,200.00
County	$ 14,238.00
Permanent	
State	$ 354,000.00
County	$ 759,300.00
TOTAL COST	$3,774,700.00 or $3,800,000.00

CONCLUSIONS AND RECOMMENDATION (FHWA'S FIELD REPORT - 1983)

The highway conditions presently being experienced in the Malheur Lake Basin are not the result of a single storm or act of nature, but are the results of a number of contributing factors which have led to a lake level that has not been equaled since formal lake level records have been kept and possibly since settlers first arrived in this area.

Due to the type and volume of traffic and the uncertainties involved in water level predictions, it seems prudent to risk construction of the roadway at a lower elevation of 4,100 at this time. The structure at the Narrows will be constructed to an elevation 4,104 and the roadway to 4,100. This will result in a permanent installation for the bridge, but could result in a second stage raising of the roadway if the worst case condition occurs.

We, therefore, recommend a favorable determination by the Federal Highway Administrator for Emergency Relief Funding ($3,800,000) for necessary temporary and permanent restoration work on the Frenchglen Highway (FAS 171), Narrows-Princeton Road (FAS B473), and the Graincamp-Princeton Road (FAS B472). Additional funds will be required if a second raising of the roadbed is necessary.

The environmental request for deviation from procedures under Section 17 of FHPM 7-7-2 is being prepared and will be submitted separately.

The State plans to advertise a project on August 3, 1983, which will contain the temporary work included in the above estimate. This is the minimum work necessary to open the road to traffic. The early advancement of this work is necessary to open the road to traffic this fall before winter weather. The present system of detours is not considered to be satisfactory for continued use during the winter period. It is essential that the temporary repair work begin immediately.

EMERGENCY REPAIR (L. P. Lamm - 1983)

Deputy Administrator L. P. Lamm's August 2, 1983 letter to the Honorable Victor Atiyeh, Governor of Oregon, states:

> "Pursuant to Section 125 of Title 23, United States Code, I, therefore, find that the cost of repairing eligible damages to Federal-aid roads in Harney County may be funded with ER funds, subject to their availability. A preliminary estimate of eligible damage is $3.8 million. This estimate is subject to revision. I am pleased to inform you that, in accordance with provisions in the Surface Transportation Assistance Act of 1982, the Federal share of all work determined eligible for ER funding will be 100 percent."

OREGON STATE HIGHWAY DIVISION EMERGENCY REPAIR CONTRACT (1983)

A contract was awarded September 7, 1983, in the amount of $1,398,315.97 for Harney County flood repair on the Frenchglen Highway and various county roads in Harney County. This contract was to replace the structure at the Narrows and to raise the grade of the flooded Frenchglen Highway and county roads high enough to provide minimum transportation service to the area during the fall and winter of 1983-1984. This work was completed early in December 1983, prior to the freeze of Malheur and Harney Lakes.

HYDROLOGY AND HIGH WATER PREDICTIONS (OSHD - 1984)

The contributing drainage area to the Malheur and Harney Lakes Basin is approximately 5,040 square miles. The major tributaries to Malheur Lake are the Silvies River and the Donner and Blitzen River. The main tributary to Harney Lake is Silver Creek. Water from Malheur Lake flows through the Narrows into Mudd Lake which spills over a sand reef into Harney Lake. Since neither of the lakes have an outlet, the annual precipitation and evaporation are the two most important factors influencing the surface area of the lakes.

The Harney and Malheur Lakes Basin is experiencing another winter of unusually heavy snowpack. During the 1983 water year, the snowpack was 180% of the average during the past 15 years, which converts into approximately 600,000 acre-feet of runoff. As of January 25, 1984, the snowpack was approximately 5% greater than it was for the same date during 1983. Assuming that the snowpack during the remainder of the winter continues to be about 185% of normal, then runoff this spring and early summer will once again be substantially above normal.

The level of Malheur Lake peaked at elevation 4,098.8 feet last July and receded to elevation 4,097.8 during September. On January 30, 1984, the elevation of Malheur Lake was 4,098.8 feet (which is the same elevation as last summer's peak of 4,098.8. This summer the lake is expected to crest between elevation 4,101.5 feet and 4,102.0 feet and will inundate approximately 116,000 acres. The normal surface area of the lakes is about 50,000 acres.

OREGON WATER RESOURCES

In support of the submitted hydrology information, the following excerpts from the Oregon Water Resources Department, Deputy Director Chris Wheeler's letter of February 23, 1984, states in part:

> "As you are aware, the lakes reached record high elevations last July and we literally do not have any past record to act on. The Malheur Lakes Basin has no outlet and can only be discharged by evaporation transpiration process into the atmosphere. Previous studies have shown that there are little or no deep percolation losses.
>
> The record high levels experienced last year will certainly be broken this season and are caused by a combination of climatic events. First, we have had several years of above-average precipitation and runoff into the lakes combined with below-average evaporation.
>
> I do need to assure you that conditions surrounding this type of forecasting are very difficult and could easily be in error as much as a plus or minus one foot. It could occur earlier if we have a fast snow melt through a chinook weather condition."

OREGON STATE HIGHWAY DIVISION

These predicted water elevations for Malheur Lake in 1984 are from 1½ feet to 2 feet higher than elevation 4,100 msl used in various 1983 correspondence.

Contract plans for finishing the emergency repair work started in September 1983 on the Frenchglen Highway and various county roads are being prepared for an April 1984 bid opening. Following is a summary of the funding needs for the emergency relief work on the Frenchglen Highway and various county roads:

Emergency Work Expenditures for 1983		$1,700,000.00
Frenchglen Highway (State)	6.1 miles	$1,560,000.00
Narrows-Princeton (Co. Rd.)	5.1 miles	$ 820,000.00
Frenchglen Highway (State)	6.1 miles	$1,000,000.00
Total Estimated Cost		$5,080,000.00

SUPPLEMENTAL FUNDING REQUEST

By letter of August 2, 1983, L. P. Lamm, Deputy Administrator of the Federal Highway Administration, to the Governor of Oregon, approved $3,800,000 in emergency repair funds. Of these emergency repair funds, $1,700,000 was expended in 1983. The balance of $2,100,000 of approved emergency repair funds will be used to fund the contract work that is scheduled for April 1984 by the Oregon Highway Division. The balance required to finish the emergency repair work for the Frenchglen Highway and various county roads is $1,280,000.

Emergency repair funds in the amount of $1,280,000 are requested by the Oregon Highway Division for necessary repair work on the Frenchglen Highway and various county roads in Harney County. The $1,280,000 in emergency repair funds are desperately needed to supplement the $3.8 million in emergency repair funds previously approved by the FHWA Division Administrator in 1983 to avoid economic disaster in the area and to avoid serious health and transportation problems in Harney County.

The Highway Division's plans are to contract the emergency repair work in April of 1984 to avoid closure of the Frenchglen Highway and the various county roads in June of 1984. This would substantially reduce the economic impacts to the area by the closure of the highway. Your early approval of this request is critical if we are to adequately respond to the public needs for this area.

HARNEY COUNTY

The Honorable Dale White, Harney County Judge, supports this request for emergency repair funding with the following statements:

> "Harney County strongly supports and endorses your request to the Federal Highway Administration for emergency relief funds to raise the roadway surfaces of the Frenchglen Highway, Steens Highway and Sodhouse Road (Refuge Headquarters Road) to the 4104.0 elevation. It is imperative that these roads be raised immediately or else all of Harney County south of Malheur and Harney Lakes will be cut off from direct access to Burns by July 1, 1984.
>
> This will have a serious economic impact on the merchants of Burns, the ranchers who will no longer have access to needed goods and services and to the general economic vitality of Harney County.

> The closure of these highways would make it very difficult for the Malheur National Wildlife Refuge to efficiently manage their land. It would also seriously affect the ability of the Burns District of the Bureau of Land Management to manage almost four million acres of BLM land lying south of the lakes when all of their personnel are headquartered in Burns."

MALHEUR NATIONAL WILDLIFE REFUGE

Mr. George M. Constantino, Refuge Manager for the Malheur National Wildlife Refuge, of Burns, Oregon, supports the request as follows:

> "With these roads flooded and impassable, the headquarters site at Sodhouse Spring would not be accessable and would create the following impacts:
>
> 1. Administrative operations would need to be moved to Burns at a cost in excess of $50,000. This would involve relocating three families presently living at the headquarters complex. Equipment and supplies would need to be moved to a secure location. All buildings and structures would require modifications to secure them from vandalism and theft. Having the administrative functions located 35 miles distant would reduce operations' efficiency dramatically and cost the U.S. Government unknown dollar losses.
>
> 2. Depending on the length of flooding and damage to roads, two and possibly three maintenance mechanic employees and families stationed at the P-Ranch, Buena Vista, and Double-O substations may have to relocate because they would be cut off from a readily available source of staple goods, doctors, and other services that are accepted as standard and necessary.
>
> 3. The loss of four maintenance persons would eliminate our capability to irrigate meadows, maintain refuge roads, fences, dikes, and water delivery systems. This would impact our ability to manage habitat needed for nesting and feeding wildlife, our primary objectives. Reduced nesting and feeding habitat would impact upon two sensitive species, the Greater Sandhill Crane and the Trumpeter Swan.

4. If access roads to the refuge are lost, refuge cooperators (including Harney County Emergency Forage Participants) may be prevented from utilizing their grazing and hay allotments. This would have a serious economic impact on the area.

5. The refuge would be inaccessible to approximately 36,000 visitors who come to the refuge each spring to view wildlife. This loss of tourist dollars to Harney County could easily exceed $500,000.

RELATED PROJECTS

The Oregon State Highway Division will submit a separate request for emergency repair funds in the amount of $1,180,000 for use on the Steens Highway. The predicted water elevations for Malheur Lake will flood approximately 2.5 miles of the Steens Highway, a part of the Federal Aid Highway System.

Harney County plans to submit a request to the Federal Emergency Management Agency (FEMA) through the Office of the Governor for $4.5 million in Federal Emergency Funds. This will be used on Harney County roads to assure an adequate road system in the flood-stricken area.

In support of this request, the following documents are submitted:

1. Letter dated February 3, 1984, from Dale White, Harney County Judge, to Mr. Frank Burnett, Oregon State Highway Division Project Manager in Ontario, Oregon.

2. Letter dated February 2, 1984, from George M. Constantino, Malheur National Wildlife Refuge Manager, to Mr. Frank Burnett.

3. Letter dated June 23, 1983, from H. S. Coulter, P.E., Oregon State Highway Engineer, to Dale E. Wilken.

4. Memorandum from FHWA Division Administrator dated July 7, 1983, to Mr. M. Eldon Green, Regional Administrator.

5. Letter dated August 2, 1983, from L. P. Lamm, FHWA Deputy Administrator, to the Honorable Victor Atiyeh, Governor of Oregon.

6. Letter dated February 23, 1984, from Chris L. Wheeler, Deputy Director, Water Resources Department, to Mr. Ed Hunter, OSHD, Assistant State Highway Engineer, Technical Services Branch.
7. Exhibit "D-2", water elevations for Malheur Lake.
8. Small scale map of the proposed projects.

JHV:kkr

VICTOR ATIYEH
GOVERNOR

Water Resources Department
MILL CREEK OFFICE PARK
555 13th STREET N.E., SALEM, OREGON 97310 PHONE 378-2983

February 23, 1984

RECEIVED
TECHNICAL SERVICES
FEB 24 '84
REFER TO
FOR

Mr. Ed Hunter
Assistant State Highway Engineer
for Technical Services
200 Transportation Building
Salem, Oregon

Dear Mr. Hunter:

In response to your question, this Department has been involved with a water resources data collection analyses watershed yield and flood flow forecasting program since creation of the agency in 1905. Throughout the years we have had an extensive cooperative program with the U.S. Geological Survey, the National Weather Service (NOAA), the Corps of Engineers and the U.S. Department of Agriculture.

We have participated in a number of evapotranspiration studies and water budget analyses on McKay Reservoir near Pendleton and Warm Springs Reservoir near Burns. We have a number of precipitation and stream gaging stations in the area.

In spite of all of this, however, it is extremely difficult to forecast the expected peak elevations of Malheur, Harney and Mud Lakes for the coming year.

As you are aware, the lakes reached record high elevations last July and we literally do not have any past record to act on. The Malheur Lakes Basin has no outlet and can only be discharged by evaporation transpiration process into the atmosphere. Previous studies have shown that there are little or no deep percolation losses.

The record high levels experienced last year will certainly be broken this season and are caused by a combination of climatic events. First, we have had several years of above-average precipitation and runoff into the lakes combined with below-average evaporation.

We have been watching lake levels very closely for the past three years and have maintained measurements throughout that period to assist in our analyses of watershed yields and resultant flood conditions. We are still expecting an above-average discharge into Malheur Lake.

As of January 30, 1984, the Malheur Lake elevation was at 4098.84 feet msl. The area surrounding the lake is an ancient lake bed in its entirety, is extremely flat, and we have no good contours of the areas surounding the lake.

The Departments analysis is that if we have average precipitation and snow melt conditions, you would expect elevations to reach about 4101.0 feet this year and would expect it to occur during the latter part of June. The duration of the peak would be extended if we have an average or above-average water supply in the Steens Mountains which ordinarily runs off later in the year than the Silvies drainage. This would reduce the evaporative effects and it might drop in the order of a foot by the middle of September.

I do need to assure you that conditions surrounding this type of forecasting are very difficult and could easily be in error as much as a plus or minus one foot. It could occur earlier if we have a fast snow melt through a chinook weather condition.

I hope this information will be of some assistance to you in your planning.

Sincerely,

Chris L. Wheeler

Chris L. Wheeler
Deputy Director

CLW:eh

Attachment

PDXESGOR
WOUS00 KPDR 092000

PEAK FLOW AND CREST STAGE FORECASTS
ISSUED BY
NOAA, NATIONAL WEATHER SERVICE, NORTHWEST RIVER FORECAST CENTER
ISSUED ON FEBRUARY 9 , 1984

		PROBABLE RANGE	
STREAM AND STATION	FLOOD STAGE (FEET)	STAGE (FEET)	PEAK FLOW (CFS)
OWYHEE RES INFLOW			18.5-26,500
MALHEUR DREWSEY			1.6-3,600
HOPE LOCAL			1.5-5,500
MALHEUR VALE	11	5.5-9.0	2.0-6,000
POWDER AT MOUTH ROEINETTE			3.4-4,400
IMNAHA AT IMNAHA		4.5-6.5	2.0-4,600
GRANDE RONDE LA GRANDE	10	6.5-10.5	2.0-6,000
GRANDE RONDE TROY	10	7.0-7.5	11.5-15,000
UMATILLA GIBBON			
UMATILLA PENDLETON	6600CFS		
MCKAY CREEK NR PILOT ROCK			
JOHN DAY AT SERVICE CR	10		
COLUMBIA R AT THE DALLES			
COLUMBIA R AT VANCOUVER	16		
CHEWAUCAN PAISLEY		4.0-4.5	1.25-1,650
SILVIES R AT BURNS	9	8.0-8.5	1.5-2,100
MALHEUR LAKE ELEVATION		4100.0-4101.5*	
WILLAMETTE R AT PORTLAND	18		

* AS OF 30 JANUARY, 1984, MALHEUR LAKE ELEVATION WAS 4098.84 FT WITH A SURFACE AREA COVERAGE OF 95,500 ACRES. AN EXPECTED PEAK STAGE OF 4100.75 FEET, 112,000 SURFACE ACRES, IS FORECAST TO OCCUR BETWEEN MAY 25 AND JULY 1. AT THE TIME OF THE PEAK THE ELEVATION OF HARNEY LAKE WILL BE 0.5-1.0 FEET LOWER THAN MALHEUR LAKE.

THESE PEAK FORECASTS INDICATE THE RANGE OF THE 50-50 CHANCE OF OCCURRENCE. HIGHLY ABNORMAL WEATHER DURING THE CRITICAL MELTING PERIOD MAY CAUSE THE PEAK TO BE OUTSIDE THE INDICATED RANGE.
END/NWRFC

Rm 200 7.

PUXESGOR
WOUS00 KPDR 121700

PEAK FLOW AND CREST STAGE FORECASTS

ISSUED BY
NOAA, NATIONAL WEATHER SERVICE, NORTHWEST RIVER FORECAST CENTER
ISSUED ON JANUARY 12, 1984

STREAM AND STATION	FLOOD STAGE (FEET)	PROBABLE RANGE STAGE (FEET)	PROBABLE RANGE PEAK FLOW (CFS)
OWYHEE RES INFLOW			17.5-24,000
MALHEUR DREWSEY			3.0-5,000
HOPE LOCAL			4.0-8,000
MALHEUR VALE	11	8.0-11.0	✓ 4.5-8,500
POWDER AT MOUTH ROBINETTE			3.6-5,200
IMNAHA AT IMNAHA		5.0-6.0	2.9-4,300
GRANDE RONDE LA GRANDE	10	7.0-9.0	2.7-4,500
GRANDE RONDE TROY	10	7.0-7.5	11.5-15,000
UMATILLA GIBBON			
UMATILLA PENDLETON	6600CFS		
MCKAY CREEK NR PILOT ROCK			
JOHN DAY AT SERVICE CR	10		
COLUMBIA R AT THE DALLES			
COLUMBIA R AT VANCOUVER	16		
CHEWAUCAN PAISLEY			
SILVIES R AT BURNS	9	8.5-9.0	1.85-2,450
MALHEUR LAKE ELEVATION		4100.0-4102.0*	
WILLAMETTE R AT PORTLAND	18		

* AS OF 29 DEC., 1983, MALHEUR LAKE ELEVATION WAS 4098.54, WITH 93,000 AND 47,000 ACRES INUNDATED IN MALHEUR AND HARNEY/MUD LAKES RESPECTIVELY. THE FORECAST RANGE WOULD INDICATE 105,000 TO 212,000 ACRES INUNDATED FOR MALHEUR LAKE, AND 51,000 TO 58,000 ACRES FOR HARNEY/MUD LAKES AT TIME OF PEAK ELEVATION. PEAK ELEVATION SHOULD OCCUR BETWEEN MAY 29 AND JULY 1. AT TIME OF PEAK THE ELEVATION OF HARNEY LAKE WILL BE 0.5-1.0 FT. LOWER THAN MALHEUR LAKE.

THESE PEAK FORECASTS INDICATE THE RANGE OF THE 50-50 CHANCE OF OCCURRENCE. HIGHLY ABNORMAL WEATHER DURING THE CRITICAL MELTING PERIOD MAY CAUSE THE PEAK TO BE OUTSIDE THE INDICATED RANGE.
END/NWRFC

MADE ON US GOVERNMENT COPIER

1" = 2000 ac

80,000

RECEIVED
MAR 9 1983
WATER RESOURCES DEPT.
SALEM, OREGON

VICTOR ATIYEH
GOVERNOR

Water Resources Department
HARNEY COUNTY COURTHOUSE, BURNS, OREGON 97720 PHONE 573 2591

March 7,1983

Harney Basin Flooding

March 4, 1983 the county emergency board met with Lyn Hardy from the governors office, Bob Freitag & Richard Buck from the Federal Emergency Management Agency and Sid Stryker from the Corp of Engineers to discuss flooding and posible disaster declaration by the governor so the people damaged could get feed from the B.L.M., Forest Service and Refuge. There was many ranchers who didn't cut any hay last year or pasture their land because the water didn't go down. The refuge sold a few people hay and let them rake bunch it to feed the cattle.

C.E.B. feels the flood area should be enlarged to cover the Harney Basin from Burns to Buchanan to the east, highway 20 to south of Malhuer Lake and west of Harney Lake.

Streams east of Burns are flooding highway 20, the Silvies River has been over flood stage for several days, flooding areas east of Burns. All runoff so far has been low snow and rain. The Basin is full and as much or more to come than was received last year. I visited with S.C.S. Keith Wadman about the snow survey report plus what we have accumalated since and we came up with about 150% of last years runoff to run into the basin. The Steens Mountains has about the same %. The snow in the Silvies drainage is soft and abuot 40% moisture. The Steens has some ice layers and 38%.

6/16 98.38

4/1 Forecast 98.5
4/25 fc 98.0 in 10-14 days
evap .3%/day

		6/9	5/12	4/23	6/17	5/19	5/31	6/3
Malhuer Lake Elev.	=4095.2	98.68	4098.06	98.8		98.26		98.66
Harney Lake Elev.	=4092.6	97.34	96.74		98.2	97.66	97.39	97.84
Narrows Elev.	=4094.6	98.51	97.96		98.6	98.06	98.31	98.46

Peak 4097.7

Elevations as of February 28,1983

Water Master
William H. Beal
cc

3-4 wks
Silvies 25 - 2800

150% 5/19

Silvies
Silvies 2,530 230%
MB 88,500

2/22/80

80,000

	8/1	Max.	
Malheur	4098.56	4098.80	6/25 to 7/10
Harney	4097.76	4098.39	
Narrows	4098.32	4098.65	9/1

95

1" [illegible] up to 4"

VICTOR ATIYEH
GOVERNOR

Water Resources Department

HARNEY COUNTY COURTHOUSE, BURNS, OREGON 97720 PHONE 573-2591

RECEIVED
MAR 9 1983
WATER RESOURCES DEPT.
SALEM, OREGON

1982 FLOODING

MALHUER LAKE ELEVATION				HARNEY LAKE ELEVATION				NARROWS ELEVATION		
June	1=	4099.2	(eastend)	May	11=	4087.5	(south)	May	9	4095.53
"	1=	4100.0	(Lawen)	June	3=	4089.0	(north)	"	18	4095.55
"	1=	4098.8	(refuge)	"	23=	4089.5	"	measured flow 650cfs		
"	23=	4098.2	(Sod House)	July	12=	4089.8	"	June	3	4095.8
Aug.	11=	4096.2	(Cole Island)	"	27=	4089.9	"	"	17	4095.67
Oct.	19=	4093.58	(refuge)	Aug.	11=	4089.95	"	"	23	4095.55
Nov.	15=	4093.55	"	Sep.	15=	4089.95	"	July	12	4095.35
Jan.	7=	4095.16	(Cole Island)	"	30=	4090.00	"	"	27	4095.05
Feb.	14=	4095.24	" "	Oct.	19 =	4090.40	"	Aug.	11	4094.51
Feb	22	4095.24	" "	Nov.	29=	4090.70	"	Sep.	15	4093.70
				Dec.	9=	4091.00	"	"	30	4093.70
				Jan.	6=	4091.29	"	Oct.	19	4093.06
				"	19=	4091.68	"	Nov.	29	4093 26
				Feb.	2=	4091.89	"	Dec.	9	4093.58
				"	17=	4092.30		Jan.	6	4093.71
				"	28=	4092.65	"	"	19	4094.04
								Feb.	2	4094.24
								"	17	4094.36
								"	28	4094.56

4095.57 = 74,500 ac.

4092 = 33,000 ac

4097.7 elev of Hwy
305 at Narrows

Office of the Governor
State of Oregon

RECEIVED
JUN 17 1983
WATER RESOURCES DEPT.
SALEM, OREGON

EXECUTIVE ORDER NO. EO - 83 - 4 (First Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. Malheur Lake, Harney Lake, Mud Lake and associated bodies of water in Harney County have continued to reach unprecedented elevations. Malheur Lake now stands nearly seven feet above its October 1982 elevation. In addition to inundation of lands described in the initial declaration of emergency disaster, approximately 1.5 miles of the Frenchglen Highway have been inundated by Malheur Lake. An additional 3.5 miles of the Frenchglen Highway are suffering damage from high water, as are various county roads. Prospects for considerable additional flooding continue. Provisions have been made in section 125, Title 23, U.S. Code, for disasters befalling the states, such as has occurred in this instance, providing immediate replacement of damaged roadways.

IT IS ORDERED AND DIRECTED:

1. Paragraph 1. of Executive Order EO-83-4 is amended to read:

> "1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from mountain rain and snow runoff, and consequent disruption of commerce and transportation within the county. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction of an elevated Frenchglen Highway and associated county roads is vital to the security, well-being and health of the citizens of the State of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency."

Done at Salem, Oregon, this 15th day of June, 1983.

GOVERNOR

ATTEST: Norma Paulus

SECRETARY OF STATE

[illegible] ac

LOWER [illegible] , [illegible]

SCALE: 1:62,500

SQ IN 173.15

AC. 107,[illegible]0.42 ac   @ 4100 on contour

CONVERSION FACTOR: 622.74

[illegible]

Office of the Governor
State of Oregon

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SEP 14 1983
WATER RESOURCES DEPT.
SALEM, OR

EXECUTIVE ORDER NO. EO - 83 - 16

HARNEY COUNTY ECONOMIC EMERGENCY

Acting in accordance with ORS 280.710 to 280.740, the governing body of Harney County has made application for a determination of eligibility for emergency economic assistance. Its application and supporting documentation have been examined by the Economic Development Commission. The Commission, at its meeting on August 23, 1983, declared this governmental entity eligible for emergency assistance, and under ORS 280.720 recommended that the Governor declare eligibility.

IT IS ORDERED AND DIRECTED:

Harney County is declared eligible for emergency assistance under ORS 280.710 to 280.740. The Economic Development Commission shall proceed under such law to appoint a state economic advisory team and take such other measures as are appropriate to enable Harney County to recover from its economic distress.

Done at Salem, Oregon, this 9th day of September 1983.

GOVERNOR

ATTEST:

SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Water Resources Department

HARNEY COUNTY COURTHOUSE, BURNS, OREGON 97720 PHONE 573-2591

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DEC 12 1983
WATER RESOURCES DEPT.
SALEM, OREGON

TBM 4100.84

4097.74

1982 & 1983 flooding cont.

MALHUER LAKE ELEV.	HARNEY LAKE ELEV.	NARROWS ELEV.
June 10= 4098.69	June 9= 4097.94	June 9= 4098.51
" 14= 4098.90	" 17= 4098.20 windy	" 17= 4098.60
" 23= 4098.80	" 23= 4098.28 "	" 23= 4098.62
	July 1= 4098.26 "	*July 1= 4098.65 *
*July 8=4098.90 *95,200 ac.	*" 8= 4098.39 * "	" 8= 4098.50
" 12=4098.78	" 15= 4097.95	" 15= 4098.55
	" 22= 4097.94	" 22= 4098.48
" 25=4098.66	" 29= 4097.90	" 29= 4098.42
Aug. 1=4098.56	Aug. 5= 4097.76	Aug 5= 4098.32
" 12=4098.46	" 11= 4097.69	" 11= 4098.22
22=4098.36	" 19= 4097.69	" 19= 4098.07
26=4098.36	" 25=4097.61	" 25= 4098.05
Sep 2=4097.76 Low	Sep. 2= 4097.40	Sep 2= 4098.02
	" 13= 4097.54	" 13= 4097.92
26=4098.02	26= 4097.40	26= 4097.81
Oct. 4=4097.90	Oct. 7= 4097.28	Oct. 7= 4097.80
	" 14= 4097.24 Low	" 14= 4097.73
" 19=4097.90 87,800 acres	" 19= 4097.25	" 19= 4097.76
Nov. 1=4097.90	Nov. 1= 4097.38	
18=4098.02	16= 4097.44	16= 4097.73
	Dec. 7= 4097.79	
Dec 14-4098.50	16= 4097.78	Dec 16= 4097.76

Snow survey via "Snowtel"
Dec 13th
Snow Mt. 222% of 15 yr. ave
Steens 202% of " "
Trout Cr. 186% of " "

VICTOR ATIYEH
GOVERNOR

Water Resources Department

HARNEY COUNTY COURTHOUSE, BURNS, OREGON 97720 PHONE 573-2591

RECEIVED
SEP 6 1983
WATER RESOURCES DEPT.
SALEM, OREGON

1982 & 1983 flooding cont.

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26=4098.36	" 25=4097.61	" 25= 4098.05
	Sep. 2= 4097.40	Sep 2= 4098.02

VICTOR ATIYEH
GOVERNOR

Water Resources Department

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RECEIVED
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WATER RESOURCES DEPT.
SALEM, OREGON

1982 & 1983 flooding cont.

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26=4098.36	" 25=4097.61	" 25= 4098.05
	Sep. 2= 4097.40	Sep 2= 4098.02

DAILY RESERVOIR DATA

WILLAMETTE BASIN

PROJECT	DRNG. AREA SQ. MI.	MIN. FLOOD CONTROL POOL		MAX. CONSERV. POOL		FULL POOL	
		ELEVATION FT. M.S.L.	STORAGE AC. FT.	ELEVATION FT. M.S.L.	STORAGE AC. FT.	ELEVATION FT. M.S.L.	STORAGE AC. FT.
HILLS CREEK	389	1,448.0	155,370	1,541.0	350,010	1,543.0	355,570
LOOKOUT POINT	991	825.0	118,760	926.0	442,990	929.0	455,840
FALL CREEK	184	728.0	9,620	830.0	117,830	834.0	125,000
COTTAGE GROVE	104	750.0	3,140	790.0	31,780	791.0	32,930
DORENA	265	770.5	7,090	832.0	72,050	835.0	77,600
COUGAR	208	1,532.0	63,900	1,690.0	207,760	1,699.0	219,000
BLUE RIVER	88	1,180.0	3,970	1,350.0	82,820	1,357.0	89,520
FERN RIDGE	252	353.0	7,170	373.5	101,070	375.1	116,790
GREEN PETER	277	922.0	159,860	1,010.0	409,830	1,015.0	428,110
FOSTER	494	613.0	31,070	637.0	55,870	641.0	60,780
DETROIT	438	1,450.0	154,380	1,563.5	436,010	1,569.0	455,100
TOTALS			714,330		2,308,020		2,416,400

Detroit Project outflow is from Big Cliff Reregulating Reservoir: Lookout Point Project outflow is from Dexter Reregulating Reservoir.

Data for Cottage Grove, Dorena, Fern Ridge, Fall Creek and Blue River for 24-hour period ending at 0700. Data for remaining projects are for 24-hour period ending at midnight of previous day.

PROJECT	OBSERVED POOL			STORAGE RESERVED FOR FLOOD CONTROL		INFLOW 24-HOUR AV.	# OUTFLOW 24-HOUR AV
	ELEVATION	STORED WATER, A. F.					
	FT. NGVD	TOTAL	24-HOUR CHANGE	SCHEDULED ACRE FEET	AVAILABLE ACRE FEET	C. F. S.	C. F. S.
HILLS CREEK	1455.63	166,780	-3430	200,195	188,790	1300	3010
LOOKOUT POINT	827.15	123,300	-3290	337,080	332,540	6680	8320
FALL CREEK	728.10	9670	+40	115,460	115,410	470	450
COTTAGE GROVE	750.62	3330	0	29,790	29600	210	210
DORENA	770.85	7280	-30	70505	70320	570	580
COUGAR	1536.66	66900	-1900	155,175	152,180	1410	2360
BLUE RIVER	1179.84	3950	+50	85550	85570	600	570
FERN RIDGE	352.94	7080	-170	109,620	109,710	520	600
GREEN PETER	926.45	169,240	-4830	268,250	258,870	2180	4590
FOSTER	613.60	31610	+90	29715	29170	5760	5710
DETROIT	1463.02	177,830	-2890	300,715	277,270	3640	5200
TOTALS		766,970	-16360	1,702,055	1,649,430	23340	31600

ROGUE BASIN

PROJECT	DRNG. AREA SQ. MI.	MIN. CONSERV. POOL		MIN. FLOOD CONTROL POOL		FULL POOL	
		ELEVATION FT. M.S.L.	STORAGE AC. FT.	ELEVATION FT. M.S.L.	STORAGE AC. FT.	ELEVATION FT. M.S.L.	STORAGE AC. FT.
LOST CREEK	674	1751.0	150,010	1812.0	285,000	1872.0	464,990
APPLEGATE	223	1854.0	7,000	1889.0	17,000	1987.0	82,200

PROJECT	OBSERVED POOL			Storage Reserved For Flood Control		INFLOW 24-HOUR AV.	# OUTFLOW 24-HOUR AV
	ELEVATION	STORED WATER, A. F.					
	FT. NGVD	TOTAL	24-HOUR CHANGE	SCHEDULED ACRE FEET	AVAILABLE ACRE FEET	C. F. S.	C. F. S.
LOST CREEK	1818.75	302,840	-210	180000	162,190	3330	3430
APPLEGATE	1888.98	17070	+60	65200	65130	1050	1020

LOWER COLUMBIA BASIN

PROJECT	DRAINAGE AREA SQ. MI.	NORMAL MIN. POOL ELV. FT. M.S.L.	NORMAL MAX. POOL ELV. FT. M.S.L.	OBSERVED POOL		INFLOW 24-HOUR AV	OUTFLOW 24-HOUR AV.
				ELEVATION FT. M.S.L.	24-HOUR CHANGE		
JOHN DAY	226,000	262.0	265.0	263.20	-0.90	199,600	221,900
THE DALLES	237,000	155.0	160.0	158.70	+0.20	217,600	218,700
BONNEVILLE	240,000	70.0	74.0	76.30	0	234,900	234900

Pool Elevations are 2400 readings. Flows are for 24-hour period ending at midnight of previous day.

SEASONAL RUNOFF FORECAST AS OF

PROJECT	TOTAL STORAGE REQUIRED TO FILL	95% CONFIDENCE FORECAST	50% CONFIDENCE FORECAST	% OF NORMAL SNOW-PACK
LOOKOUT POINT				
COUGAR				
GREEN PETER				
DETROIT				
LOST CREEK				

Remarks:

PORTLAND DISTRICT, CORPS OF ENGINEERS

HYDROLOGY SECTION Tel. 221-6468

DAILY STREAM DATA

NPP Form 22 (rev) OCT. 80

U. S. ARMY ENGINEER DISTRICT, PORTLAND

DATE JAN 10 1984

STATION	STREAM	BASIC DATA				OBSERVED DATA			NATIONAL WEATHER SERVICE STAGE FORECAST			
		DRAINAGE AREA SQ.MI.	ZERO OF GAGE M.S.L.	STAGE, FEET MAJOR FLOOD	STAGE, FEET BANKFUL	STAGE, FEET OBSERVED	STAGE, FEET 24-HR. CHANGE	DISCHARGE C.F.S.				
MAIN STEM WILLAMETTE RIVER												
EUGENE	WILLAMETTE	2,030	390.0	29.0	20.2	13.10	-0.10	10400				
HARRISBURG	WILLAMETTE	3 420	280.39	17.0	10.2	6.17	-0.28	18880				
CORVALLIS	WILLAMETTE	4 300	191.95	26.0	16.0	6.00	-0.60	18900				
ALBANY	WILLAMETTE	4 840	167.18	32.0	21.8	10.15	-0.59	22610				
SALEM	WILLAMETTE	7 280	106.14	33.0	21.2	13.48	-0.55	40140				
WILL. FALLS UPR.	WILLAMETTE	10 100	50.14	17.0	12.0	7.39	-0.30					
WILL. FALLS LWR.	WILLAMETTE	10,100	0.40	40.0	25.0	13.28	-0.52					
PORTLAND	WILLAMETTE	11 200	1.05	25.0	18.0	8.31	+0.10					
MAIN TRIBUTARIES WILLAMETTE RIVER												
JASPER	M. F. WILL	1 340	513.45	15.0	9.3	6.14	-0.02	8420				
GOSHEN	C. F. WILL	642	473.80	16.0	11.7	3.58	-0.29	1100				
VIDA	MCKENZIE	930	880.71	14.0	8.0	3.32	-0.36	6500				
MONROE	LONG TOM	391	270.57	9.0	8.4	5.46	-0.02	860				
PHILOMATH	MARY'S	159	224.01	20.3	16.3	8.16	-0.37	760				
MEHAMA	N. SANTIAM	665	602.49	13.5	8.0	5.82	-0.07	6600				
WATERLOO	S. SANTIAM	640	370.39	18.0	10.0	6.00	-0.06	6170				
JEFFERSON	SANTIAM	1,790	199.63	20.0	12.8	7.73	-0.14	13500				
SUVER	LUCKIAMUTE	240	171.92	F27.0	25.0	11.10	-0.84	1180				
WHITESON	S. YAMHILL	502	82.30	42.0	31.0	12.77	-1.28	2200				
DILLEY	TUALATIN	125	147.57	18.5	16.0	14.27	-0.46	720				
FARMINGTON	TUALATIN	588	100.42	34.0	28.0	18.95	-0.95					
WEST LINN	TUALATIN	706	53.61	15.0	9.4	7.18	-0.19	3190				
CLACKAMAS	CLACKAMAS	930	30.60	21.0	10.5	M						
SYCAMORE	JOHNSON CR	28.2	228.47	11.0	7.5	2.35	-0.19	40				
COASTAL STREAMS												
FOSS	NEHALEM	667	32.60	17.0	12.0	5.37	-0.47	3300				
TILLAMOOK	WILSON	161	71.89	14.0	8.0	4.98	-0.31	1110				
BEAVER	NESTUCCA	180	43.00	F18.0	16.0	4.74	-0.17	1050				
SILETZ	SILETZ	202	102.32	26.0	12.0	5.03	-0.26	1470				
TIDEWATER	ALSEA	334	40.10	25.0	18.0	4.72	-0.21	1590				
MAPLETON	SIUSLAW	588	41.00			6.11	-0.19	2200				
WINSTON	S. UMPQUA	1,670	481.84	26.0	22.0	7.05	-0.25	2880				
WINCHESTER 3W	N. UMPQUA	1 344	372.97	28.0	18.0	4.40	-0.42	4190				
ELKTON	UMPQUA	3 683	90.42	35.0	25.0	M						
MYRTLE PT	SE COQUILLE	593	-5.9	F35.0	-							
COQUILLE	COQUILLE	900	-6.39	28.0	16.0							
DODGE BRIDGE	ROGUE	1 215	1 272.39	10.0	7.6	3.85	-0.03	4160				
RAYGOLD	ROGUE	2053	1121.70	F12.0	11.5	3.79	-0.07	5030				
GRANTS PASS	ROGUE	2 459	885.28	23.5	16.2	4.73		5390				
APPLEGATE	APPLEGATE	483	1 285.33	F13.0	11.0	4.21	-0.18	990				
COLUMBIA RIVER												
PRIEST RAPIDS	COLUMBIA	95,300	0.00			487.79	+1.38	97600				
ICE HARBOR	SNAKE	109,000				438.22	+0.19	39300				
JOHN DAY	COLUMBIA	226,000				263.30	-0.70	153,700				
THE DALLES	COLUMBIA	237,000				159.00	-0.20	151,300				
BONNEVILLE	COLUMBIA	240,000				73.10	-0.70	254,800				
VANCOUVER	COLUMBIA	242,000	1.62	26.0	16.0	7.60	+0.10					

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SALEM, O[illegible]GON

NOTES: (1) Observations are made between 6 and 8 a.m. unless otherwise noted.
(2) Gage zeros for stream data are based on 1947 adjustment
(3) Priest Rapids, John Day, The Dalles, Bonneville are 0600 discharges from the projects.
(4) F indicates Flood Stage.

JAN 10 1984

DATE ______________________

PQXESGOR
WOUS00 KPDR 121700

PEAK FLOW AND CREST STAGE FORECASTS

ISSUED BY
NOAA, NATIONAL WEATHER SERVICE, NORTHWEST RIVER FORECAST CENTER
ISSUED ON JANUARY 12, 1984

STREAM AND STATION	FLOOD STAGE (FEET)	PROBABLE RANGE STAGE (FEET)	PROBABLE RANGE PEAK FLOW (CFS)
OWYHEE RES INFLOW			17.5-24,000
MALHEUR DREWSEY			3.0-5,000
HOPE LOCAL			4.0-8,000
MALHEUR VALE	11	8.0-11.0	✓ 4.5-8,500
POWDER AT MOUTH ROBINETTE			3.6-5,200
IMNAHA AT IMNAHA		5.0-6.0	2.9-4,300
GRANDE RONDE LA GRANDE	10	7.0-9.0	2.7-4,500
GRANDE RONDE TROY	10	7.0-7.5	11.5-15,000
UMATILLA GIBBON			
UMATILLA PENDLETON	6600CFS		
MCKAY CREEK NR PILOT ROCK			
JOHN DAY AT SERVICE CR	10		
COLUMBIA R AT THE DALLES			
COLUMBIA R AT VANCOUVER	16		
CHEWAUCAN PAISLEY			
SILVIES R AT BURNS	9	8.5-9.0	1.85-2,450
MALHEUR LAKE ELEVATION		4100.0-4102.0*	
WILLAMETTE R AT PORTLAND	18		

* AS OF 29 DEC., 1983, MALHEUR LAKE ELEVATION WAS 4098.54, WITH 93,000 AND 47,000 ACRES INUNDATED IN MALHEUR AND HARNEY/MUD LAKES RESPECTIVELY. THE FORECAST RANGE WOULD INDICATE 105,000 TO 212,000 ACRES INUNDATED FOR MALHEUR LAKE. AND 51,000 TO 58,000 ACRES FOR HARNEY/MUD LAKES AT TIME OF PEAK ELEVATION. PEAK ELEVATION SHOULD OCCUR BETWEEN MAY 29 AND JULY 1. AT TIME OF PEAK THE ELEVATION OF HARNEY LAKE WILL BE 0.5-1.0 FT. LOWER THAN MALHEUR LAKE.

THESE PEAK FORECASTS INDICATE THE RANGE OF THE 50-50 CHANCE OF OCCURRENCE. HIGHLY ABNORMAL WEATHER DURING THE CRITICAL MELTING PERIOD MAY CAUSE THE PEAK TO BE OUTSIDE THE INDICATED RANGE.

END/NWRFC

MADE ON US GOVERNMENT COPIER

PUXESGOR
WOUS00 KPDR 121700

PEAK FLOW AND CREST STAGE FORECASTS
ISSUED BY
NOAA, NATIONAL WEATHER SERVICE, NORTHWEST RIVER FORECAST CENTER
ISSUED ON JANUARY 12, 1984

		PROBABLE RANGE	
STREAM AND STATION	FLOOD STAGE (FEET)	STAGE (FEET)	PEAK FLOW (CFS)
OWYHEE RES INFLOW			17.5-24,000
MALHEUR DREWSEY			3.0-5,000
HOPE LOCAL			4.0-8,000
MALHEUR VALE	11	8.0-11.0	✓ 4.5-8,500
POWDER AT MOUTH ROBINETTE			3.6-5,200
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GRANDE RONDE TROY	10	7.0-7.5	11.5-15,000
UMATILLA GIBBON			
UMATILLA PENDLETON	6600CFS		
MCKAY CREEK NR PILOT ROCK			
JOHN DAY AT SERVICE CR	10		
COLUMBIA R AT THE DALLES			
COLUMBIA R AT VANCOUVER	16		
CHEWAUCAN PAISLEY			
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THESE PEAK FORECASTS INDICATE THE RANGE OF THE 50-50 CHANCE OF OCCURRENCE. HIGHLY ABNORMAL WEATHER DURING THE CRITICAL MELTING PERIOD MAY CAUSE THE PEAK TO BE OUTSIDE THE INDICATED RANGE.

END/NWRFC

MADE ON US GOVERNMENT COPIER

Exhibit 'A'

*** OREGON ***

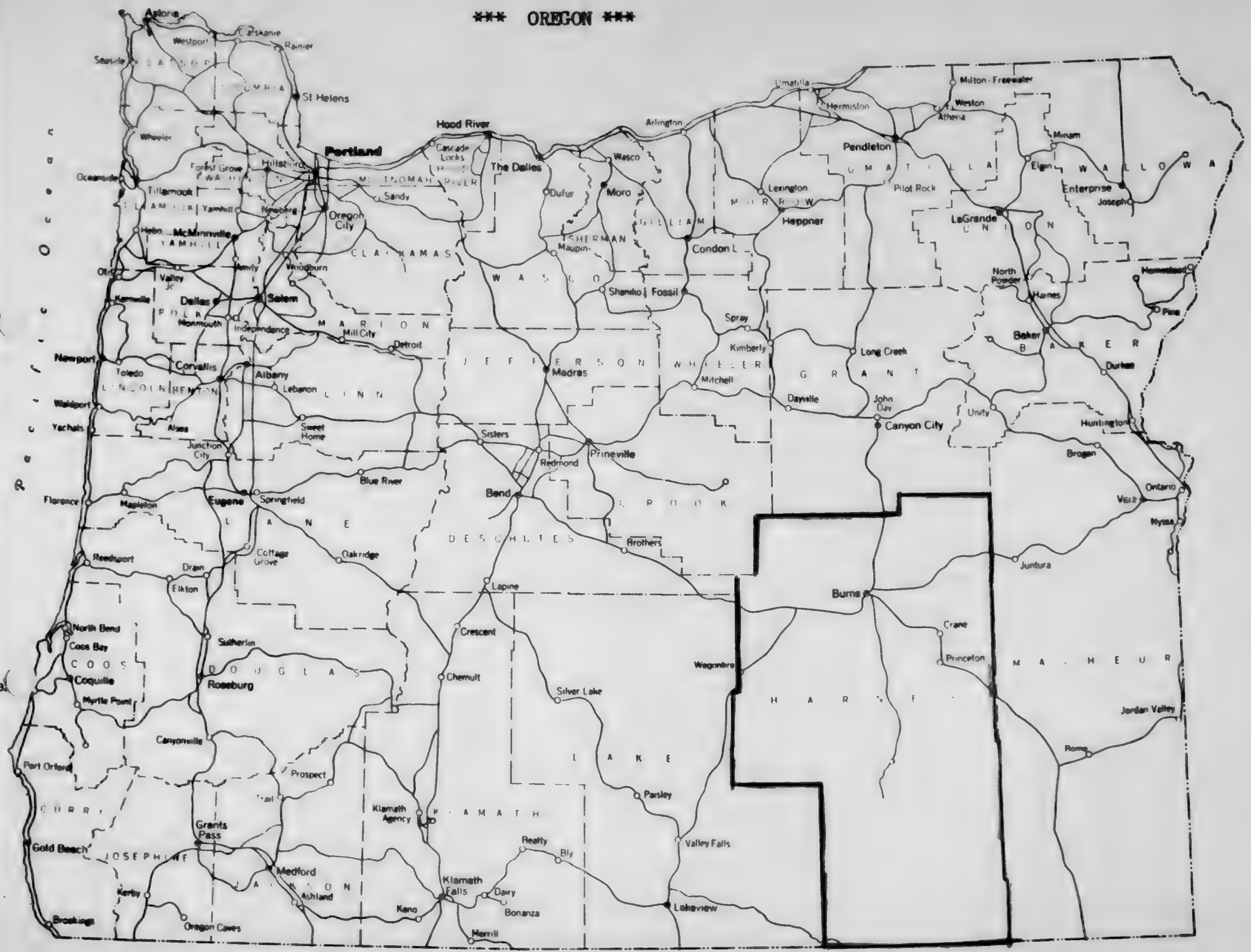
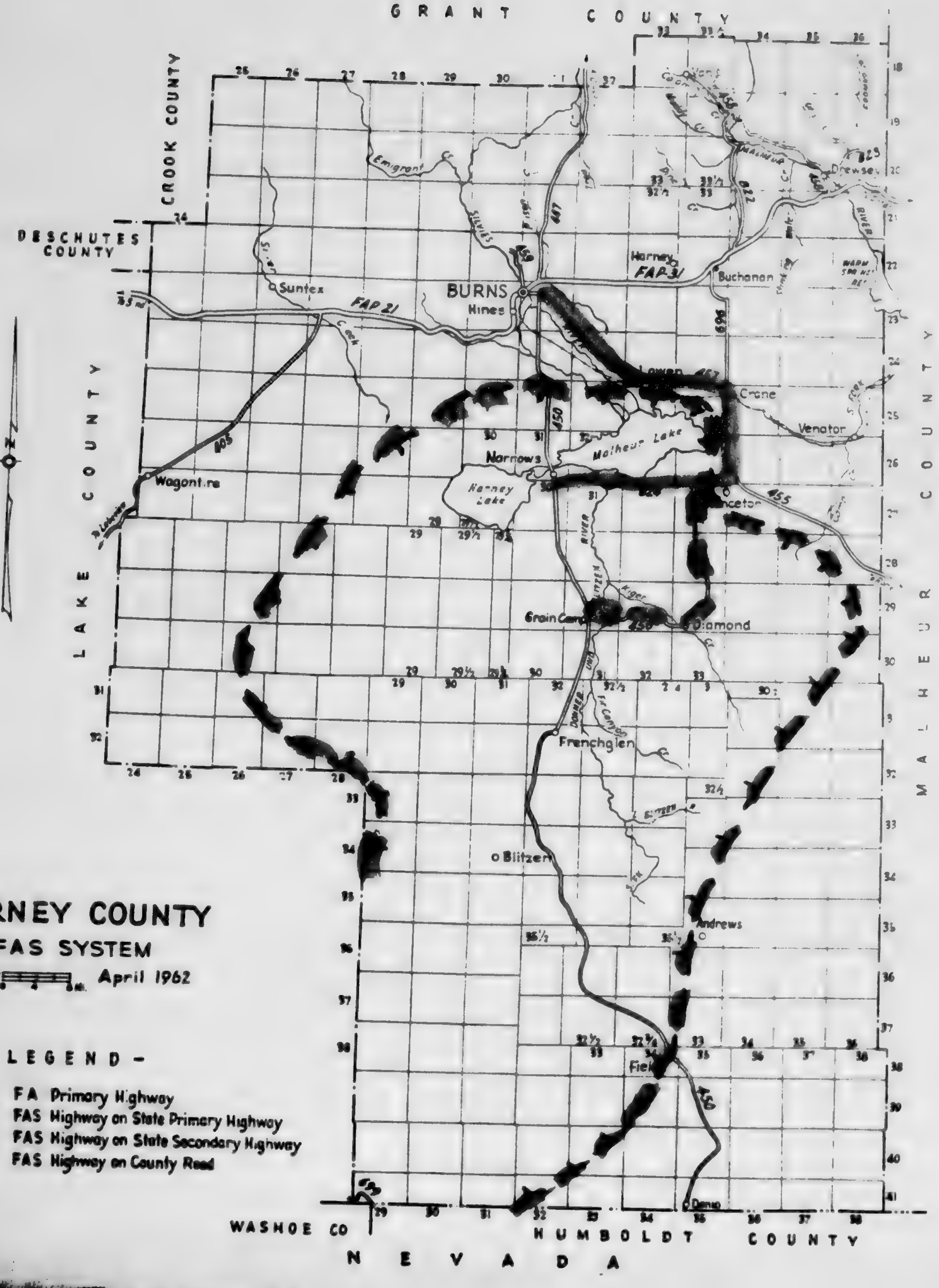

Pacific Ocean
Astoria
Clatskanie
Rainier
Westport
Seaside
CLATSOP
COLUMBIA
St Helens
Wheeler
Portland
Hillsboro
Forest Grove
WASHINGTON
Oceanside
Tillamook
TILLAMOOK
Yamhill
Newberg
Oregon City
Sandy
MULTNOMAH
Hood River
Cascade Locks
HOOD RIVER
The Dalles
Hebo
McMinnville
YAMHILL
CLACKAMAS
Woodburn
Salem
Dallas
POLK
Monmouth
Independence
MARION
Mill City
Detroit
Newport
Toledo
Corvallis
Albany
Lebanon
LINCOLN
BENTON
LINN
Waldport
Yachats
Alsea
Sweet Home
Junction City
Florence
Mapleton
Eugene
Springfield
Blue River
LANE
Cottage Grove
Oakridge
Reedsport
Drain
Elkton
North Bend
Coos Bay
COOS
Coquille
Myrtle Point
Sutherlin
Roseburg
DOUGLAS
Canyonville
Port Orford
CURRY
Gold Beach
Grants Pass
JOSEPHINE
Prospect
Trail
Medford
Ashland
JACKSON
Kerby
Oregon Caves
Brookings
Dufur
Moro
Wasco
Arlington
SHERMAN
Maupin
GILLIAM
Condon
WASCO
Shaniko
Fossil
Spray
Kimberly
JEFFERSON
Madras
WHEELER
Mitchell
Sisters
Redmond
Prineville
Bend
CROOK
DESCHUTES
Brothers
Lapine
Crescent
Chemult
Silver Lake
Klamath Agency
KLAMATH
Klamath Falls
Keno
Merrill
Dairy
Bonanza
Beatty
Bly
Paisley
Valley Falls
Lakeview
LAKE
Wagontire
Umatilla
Hermiston
Pendleton
UMATILLA
Lexington
MORROW
Heppner
Pilot Rock
Milton-Freewater
Weston
Athena
Elgin
Minam
WALLOWA
Enterprise
Joseph
LaGrande
UNION
North Powder
Haines
Homestead
Pine
Baker
BAKER
Durkee
Long Creek
GRANT
Dayville
John Day
Canyon City
Unity
Huntington
Brogan
Ontario
Vale
Nyssa
Juntura
Burns
Crane
Princeton
HARNEY
MALHEUR
Jordan Valley
Rome

Exhibit 'B'



GRANT COUNTY
CROOK COUNTY
DESCHUTES COUNTY
LAKE COUNTY
MALHEUR COUNTY
WASHOE CO
HUMBOLDT COUNTY
NEVADA
BURNS
Hines
Suntex
Wagontire
Harney
Buchanan
Drewsey
FAP 21
FAP 31
Emigrant Cr.
Silvies
Narrows
Harney Lake
Malheur Lake
Lawen
Crane
Venator
Princeton
Grain Camp
Diamond
Kiger
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HARNEY COUNTY
FAS SYSTEM
Scale
April 1962
- LEGEND -
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

Area affected by road closure

Current detour

Possible future detour

Exhibit
"C"

STATE OF OREGON
FEDERAL AID SYSTEM

prepared by the

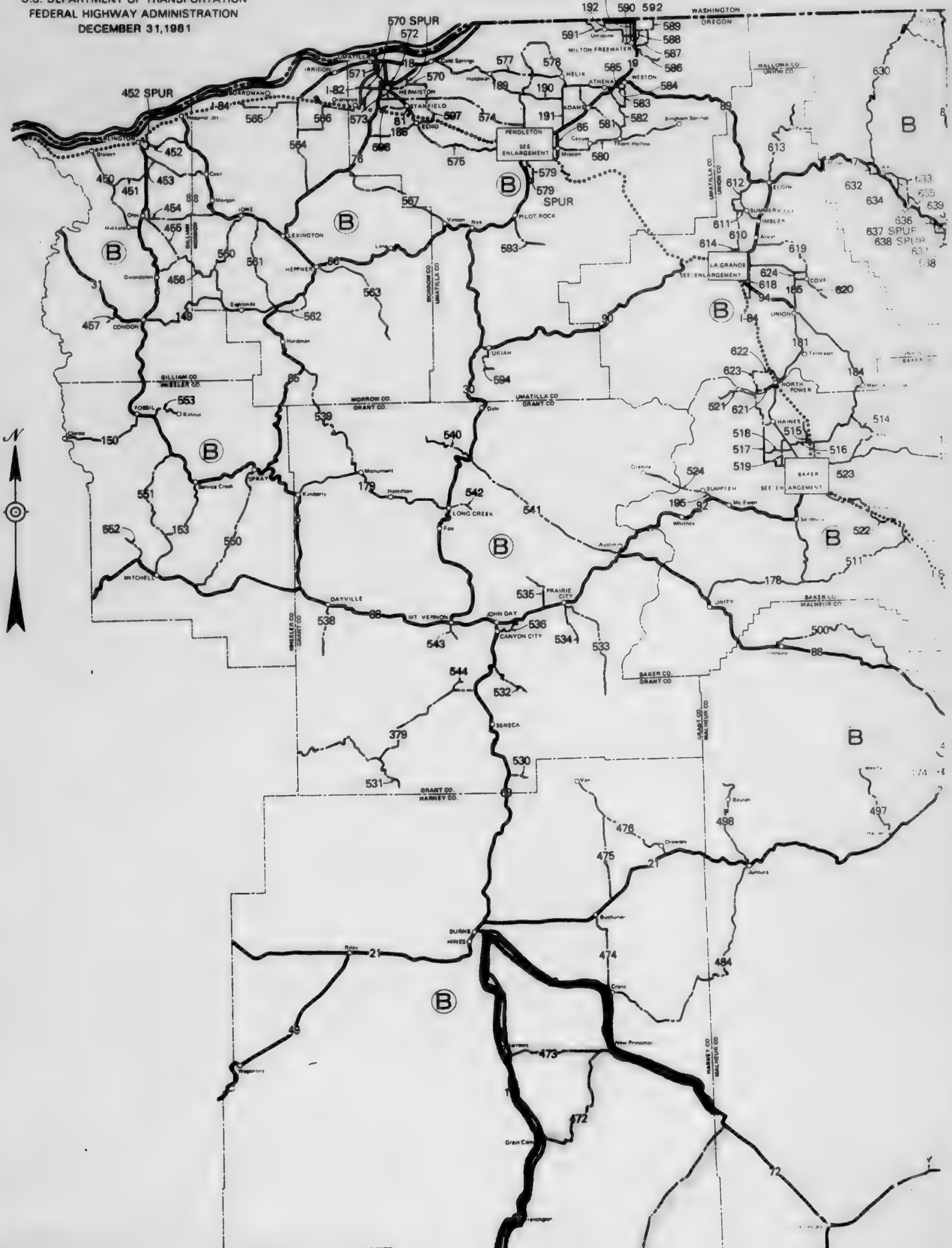
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PROJECT MANAGEMENT BRANCH

in cooperation with

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
DECEMBER 31,1981

LEGEND

●●●●●●●	(1-5 to 1-505)	Federal Aid Interstate System
▬	(1 to 99)	Federal Aid Primary System
═	(100 to 299)	Federal Aid Secondary on State Highway System
─ ─	(300 to 999)	Federal Aid Secondary on County Road (A. Western Counties B. Eastern Counties
─ ─ ─	(1000 to 9999)	Federal Aid in Urban Areas
⬭		Federal Aid on Located Alignment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WESTON
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HERMISTON
BOARDMAN
I-84
STANFIELD
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GRANT CO.
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WALLOWA CO.
UNION CO.
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NORTH POWDER
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GILLIAM CO.
WHEELER CO.
FOSSIL
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SPRAY
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Monument
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Hamilton
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LONG CREEK
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Fox
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SUMPTER
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SEE ENLARGEMENT
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Whitney
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MITCHELL
DAYVILLE
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MT VERNON
JOHN DAY
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PRAIRIE CITY
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GRANT CO.
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Juntura
BURNS
HINES
Riley
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Crane
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Wagontire
New Princeton
473
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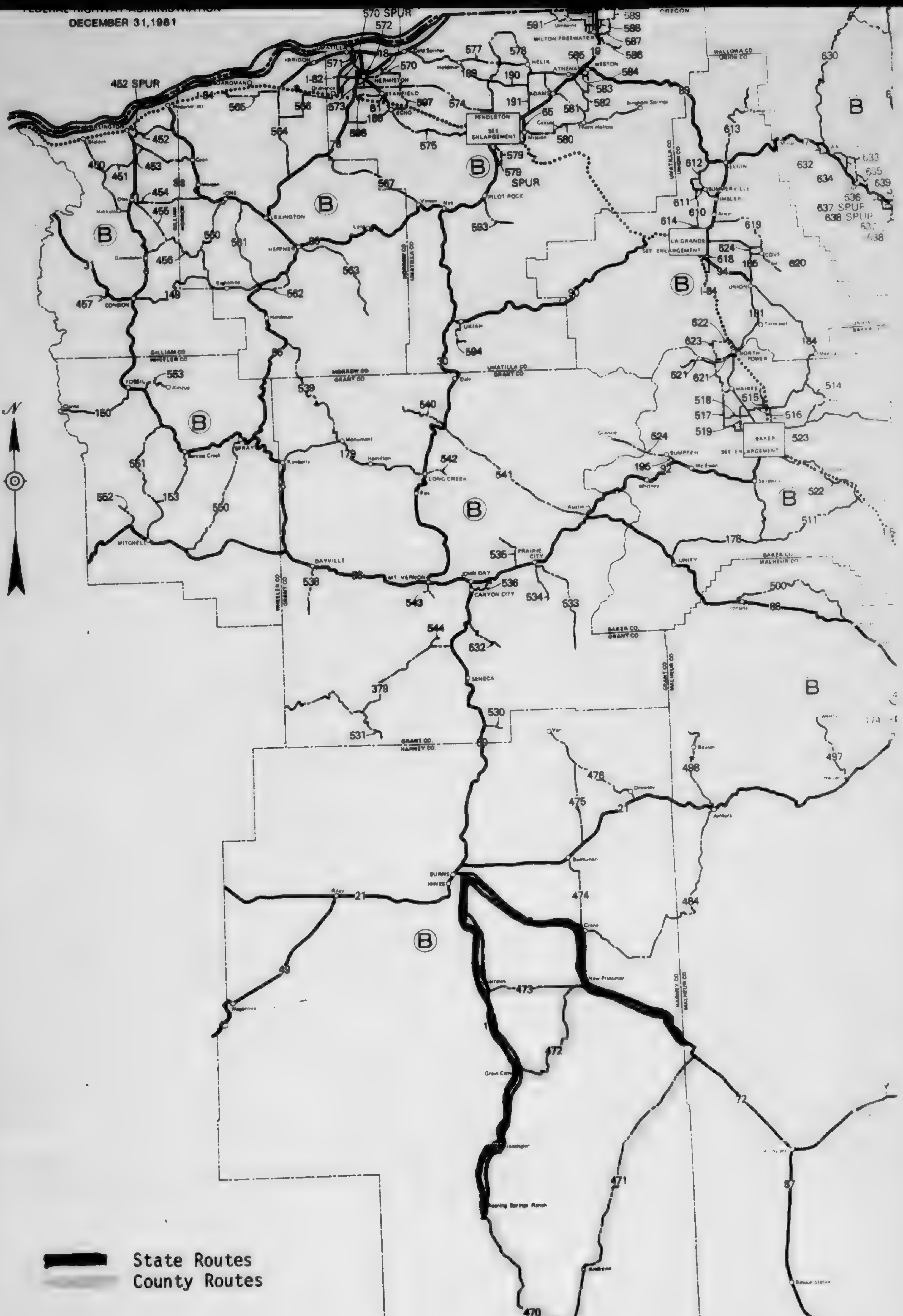
471
87
Roaring Springs Ranch
N

▬ State Routes
▭ County Routes

FEDERAL HIGHWAY ADMINISTRATION
DECEMBER 31,1981



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OREGON
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PENDLETON
SEE ENLARGEMENT
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LA GRANDE
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LONG CREEK
MITCHELL
DAYVILLE
MT VERNON
JOHN DAY
PRAIRIE CITY
CANYON CITY
UNITY
SENECA
BURNS
HINES
GILLIAM CO
WHEELER CO
MORROW CO
GRANT CO
UMATILLA CO
UNION CO
BAKER CO
MALHEUR CO
HARNEY CO
OREGON
NEVADA
State Routes
County Routes

County Court *for* Harney County
P.O. BOX 1147
BURNS, OREGON 97720

February 3, 1984

RECEIVED
FEB 07 1984
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
☐ P.M. ☑ A.P.M. ☑ O.M.

Mr. Frank Burnett
Project Manager
802 East Idaho Avenue
Ontario, Oregon 97914

Dear Mr. Burnett:

Harney County strongly supports and endorses your request to the Federal Highway Administration for emergency relief funds to raise the roadway surfaces of the Frenchglen Highway, Steens Highway and Sodhouse Road (Refuge Headquarters Road) to the 4104.0 elevation. It is imperative that these roads be raised immediately or else all of Harney County south of Malheur and Harney Lakes will be cut off from direct access to Burns by July 1, 1984.

This will have a serious economic impact on the merchants of Burns, the ranchers who will no longer have access to needed goods and services and to the general economic vitality of Harney County.

The closure of these highways would make it very difficult for the Malheur National Wildlife Refuge to efficiently manage their land. It would also seriously affect the ability of the Burns District of the Bureau of Land Management to manage almost 4 million acres of BLM land lying south of the lakes when all of their personnel are headquartered in Burns.

The information that we gave Herb Shaw from the Oregon State Watermaster and the Soil Conservation Service clearly indicates that we can expect the Malheur Lake to peak at approximately 4,102 feet by July 1, 1984. That assumption is based on the water content of the snow already in the mountains and anticipating only normal precipitation between now and July. All precipitation between now and July is purely speculation but based on the history of the last three years it is reasonable to expect above normal precipitation.

Lagging area statistics recently computed by the State Department of Economic Development indicate that Harney County is by a wide margin the most economically depressed area in the State of Oregon.

We would also encourage your efforts to secure funding through FEMA for raising the Double O and Lawen Lane county roads.

While these roads do not impact as large an area as the FAS projects they nevertheless seriously affect those residents directly involved and certainly have an adverse impact on the economic health of Harney County.

Sincerely,

Dale White

Dale White
Harney County Judge

DW:ed

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Malheur National Wildlife Refuge
P.O. Box 113
Burns, Oregon 97720

February 2, 1984

RECEIVED

FEB 03 1984
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
☑ P.M. ☑ A.P.M. ☐ O.M.

Mr. P.F. Burnett
Project Manager
Oregon State Highway Division
802 East Idaho Avenue
Ontario, Oregon 97914

Dear Mr. Burnett:

I have been asked by Harney County Judge, Dale White, to outline the impacts to the operation of the Malheur National Wildlife Refuge if the primary roads leading to and from the refuge are flooded. We are dependent upon the following roads to administer the refuge: Highway 205 from Frenchglen to Burns; the Refuge Headquarters Road (FAS B-473); and the county's Double-O Road (also called North Harney Lake Road).

With these roads flooded and impassable, the headquarters site at Sodhouse Spring would not be accessable and would create the following impacts:

1. Administrative operations would need to be moved to Burns at a cost in excess of $50,000. This would involve relocating three families presently living at the headquarters complex. Equipment and supplies would need to be moved to a secure location. All buildings and structures would require modifications to secure them from vandalism and theft. Having the administrative functions located 35 miles distant would reduce operations' efficiency dramatically and cost the U.S. Government unknown dollar losses.

2. Depending on the length of flooding and damage to roads, two and possibly three maintenance mechanic employees and families stationed at the P-Ranch, Buena Vista, and Double-O substations may have to relocate because they would be cut off from a readily available source of staple goods, doctors, and other services that are accepted as standard and necessary.

3. The loss of four maintenance persons would eliminate our capability to irrigate meadows, maintain refuge roads, fences, dikes, and water delivery systems. This would impact our ability to manage habitat needed for nesting and feeding wildlife, our primary objectives. Reduced nesting and feeding habitat would impact upon two sensitive species, the Greater Sandhill Crane and the Trumpeter Swan.

4. If access roads to the refuge are lost, refuge cooperators (including Harney County Emergency Forage Participants) may be prevented from utilizing their grazing and hay allotments. This would have a serious economic impact on the area.

5. The refuge would be inaccessible to approximately 36,000 visitors who come to the refuge each spring to view wildlife. This loss of tourist dollars to Harney County could easily exceed $500,000.

We hope the above will be taken into consideration in evaluating the potential impacts of anticipated lake elevations. Please call if we can be of further assistance or if you would like to discuss the matter in greater detail.

Sincerely,

George M

George M. Constantino
Refuge Manager

503/493-2323

GMC/am
cc: Dale White, Harney County Judge
AWR/RF-OR/WA (Doebel)

RECEIVED
[illegible]
ONTARIO, OREGON

Copy of large map also attached to letter dated June 23, 1983, from H. S. Coulter to Dale Wilken, FHWA. (A copy of this is in General Files along with our original file copy.)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

ICE OF
NISTRATOR

AUG 2 1983

IN REPLY REFER TO:
HNG-12

The Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97310

Dear Governor Atiyeh:

We received your June 15, 1983, emergency proclamation as part of an application from the Oregon Department of Transportation (ODOT) for emergency relief (ER) funds to repair damages that occurred during the winter and spring, 1983, on Federal-aid system highways in Harney County. Snowmelt, rainfall, runoff, and inundation during the period caused the damages. Our Division Administrator in Oregon, Mr. Dale E. Wilken, has confirmed the nature of the damages in a report. These damages were suffered as a result of a natural disaster over a wide area.

Pursuant to Section 125 of Title 23, United States Code, I, therefore, find that the cost of repairing eligible damages to Federal-aid roads in Harney County may be funded with ER funds, subject to their availability. A preliminary estimate of eligible damage is $3.8 million. This estimate is subject to revision. I am pleased to inform you that, in accordance with provisions in the Surface Transportation Assistance Act of 1982, the Federal share of all work determined eligible for ER funding will be 100 percent.

Our Division Office will inform the ODOT of this finding.

Sincerely yours,

L. P. Lamm
Deputy Administrator

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Emergency Relief Field Report
1983 High Water - Malheur Lake Basin
Frenchglen Highway (FAS 171) &
Various FAS-C Harney County Roads

Date: July 7, 1983

From: Division Administrator

Reply to Attn of: HFO.4/5-OR/409.1

To: Mr. M. Eldon Green, Regional Administrator
Attn: Mr. Gary Kazsa, Director, Office of SH&G HST-010.1
Portland, Oregon

DISASTER

Beginning this spring and continuing to date the waters in the Malheur Lake Basin have continued to rise far beyond elevations which are normally associated with this area. The present water elevation of 4098.46 (June 6, 1983) is the highest water elevation since formal records have been kept beginning in 1938. The previous high water elevation recorded occurred in 1952 and was 4095.4. Local newspaper accounts based on interviews with long time local residents indicate that the present high water is higher than anyone can remember.

The unusually heavy snowpack in the Steens Mountains (a major contributor to the basin) and the general wet weather this area has experienced are the contributing factors leading to the extreme high water which is now being experienced. Malheur Lake basin water area has grown in size from an average yearly maximum size (1955 - 1982 records) of 44,700 acres to over 100,000 acres at present.

The rising water in the Malheur Lake basin has inundated two sections of the Frenchglen Highway (FAS 171) and various County roads, two of which are on the Federal-aid system (FAS-B473 and FAS-B472). The areas inundated along the Frenchglen Highway were constructed in 1960 and 1961 and have never been previously flooded or damaged by high water.

The high water threatens the roadbed by saturation, shoulder damage and wind driven wave erosion. The Frenchglen Highway is now closed to prevent passage because of unsafe conditions.

AFFECTED AREA

The area directly affected by the rising water is the Malheur Lake basin consisting of Malheur, Mud, and Harney Lakes and associated waters. The federal-aid transportation facilities which have been significantly affected are FAS 171 Frenchglen Highway, FAS-B473 the Narrows - New Princeton Road, and FAS-B472 Graincamp - Princeton Road. All facilities are located south of the City of Burns, Harney County, Oregon.

Other routes where damage to roads has occurred in Harney County have been included in the State's request for assistance. These routes are not considered further in this report as they are outside the scope of the Malheur Lake basin disaster and as such would not be eligible for emergency relief funding.

TRAFFIC

The average daily traffic on the Frenchglen Highway in the vicinity of the flooded areas is approximately 250. Mr. Dale Hiatt, OSHD, District Maintenance Supervisor, indicates that traffic at least doubles during the late spring and early summer when bird migration and hatching activities at the Malheur National Refuge are at their peaks. An increase in traffic is also noted during the fall hunting season. No formal peak traffic counts have been taken. Traffic on both county federal-aid routes (B472 and B473) varies from 40 ADT to 90 ADT. Seasonal higher traffic counts occur on these routes also.

PROBLEMS CAUSED BY THE DISASTER

The Frenchglen Highway is the only hard surfaced, north-south, highway on the west side of the Steens Mountains and is vital to the security, well being and health of the citizens living in this area. The road is also the primary access for the 183,000 acre Malheur National Refuge and refuge headquarters. In addition much of the area served by this highway is federally owned public land administered by the Bureau of Land Management (BLM). This route serves as the primary access for managment of these federally owned lands.

The present detour around the closed portion of the Frenchglen Highway involves using FAS-B473, the Narrows - New Princeton Road, a gravel surfaced road, which is also threatened by closure due to the rising water. The County has already raised several sections along this route in order to keep the road open. This detour for a trip to the wildlife refuge headquarters adds a one-way distance of approximately 22 miles. A trip destination south of the flooded area via the detour adds a one-way distance of approximately 33 miles to the traveler. The sections of the roadway where the county has raised the grade are limited to one-way traffic due to saturation and instability of the outer fill material.

RESTORING HIGHWAY TRAVEL

The two sections of the Frenchglen Highway (FAS 171) presently flooded are located 1) in the vicinity of M.P. 19 and extending approximately 1.5 miles, and 2) between mile posts 21.7 and 22.4. The latter section is known locally as the Narrows as the water from Malheur Lake drains westward into Mud Lake and Harney Lake through this relatively narrow passage. Rock has been placed on the existing timber bridge at the Narrows to keep it from floating away.

At the present time best estimates indicate that the lake will probably not rise over elevation 4099.6 (July 15, 1983 predication date). The highway elevation at the Narrows is 4097.6. The lake level will recede only as fast as the water evaporates as the lake has no outfall. The evaporation rate is very dependent on weather conditions. The Oregon State Water Resources Board has indicated that a normal evaporation year would take 48 inches of water depth from the lake. However, because of the cool and cloudy weather experienced to date, only 24 inches of evaporation is predicted to occur during this evaporation cycle. Because of the above conditions and the unpredictable long term weather conditions it is not known when the highway could be returned to service by waiting for the water to recede.

The expedient solution, given the present conditions, to return the Frenchglen Highway to service in a reasonable time is to raise the roadbed and resurface the road through the flooded areas.

Permanent repairs would include raising the road grade above predicted future high water and resurfacing the road. This would also include replacing the existing timber structure at the Narrows. Also included would be protecting the fill slope from water erosion with riprap. Some time would be provided between placing a temporary surfacing on the raised Frenchglen Highway (FAS 171) and before placing the final wearing surface. This would allow for any subsidence which might occur in the fill and provide more reliable information as to permanent restorative needs.

The county has performed temporary work on both county routes. On the Narrows - Princeton Road (FAS-B473) the roadbed had to be raised to keep the road open to traffic. This was accomplished using pit run materials. The water is now near the road surface and has saturated both sides of road leaving only a narrow width down the middle of the road which is safe for public travel. Permanent repairs on this route will include raising the roadbed, resurfacing the road and providing slope protection for the roadbed from further water action.

On the Princeton - Graincamp Road (FAS-B472) two damage sites will require repairs. The County has hauled in pitrun material at these sites to keep the road open to traffic. The first site on this road M.P. 6.80 - 7.84, is the result of high stream flow in Kiger Creek and other drainages. These drainages are channeled on both sides of the road and high water has eroded the road. Repairs here will be to replace the roadbed section, resurfacing the road and provide slope protection to prevent further loss of the roadbed. The second site on this route is at Barton Lake. Here the lake has risen and flooded the road. Permanent repairs at this site will be to raise the roadbed, resurface the road and provide slope protection to prevent further slope erosion from water action.

COSTS

Repairs to the affected areas on the Frenchglen Highway will be accomplished in two stages. The first stage will raise the roadbed above flood water to elevation 4100. This elevation is considered sufficient if further catostrophic weather conditions do not continue. A temporary wearing surface will be placed as part of this stage. The structure at the Narrows will be reconstructed to elevation 4104. It is not economical to raise the existing structure.

Stage two will provide for a permanent wearing surface and associated items necessary to complete the work. Stage two will only begin after it is felt that the elevation of the lake has stabilized. Staging of the work will provide the flexibility necessary should the roadbed have to be raised a second time. The State's hydraulic study indicates that even with higher than normal inflows the lake should stabilize at a maximum elevation of 4102 at which point the increased size of the lake would cause evaporation to balance the inflow.

In summary, it is evident that with normal or near normal conditions reconstruction of the roadbed to elevation 4100 should be sufficient. However, with continued higher inflows further raising of roadbed a second time could be necessary. No costs have been included in this estimate for a second raising of the roadbed. A second raising of the roadbed would also effect an additional ¼ mile of length of the Frenchglen Highway and an additional 1½ miles of slope protection to existing hgiwhay slopes would be necessary.

The cost estimates for the county routes are based on raising the roadbed, resurfacing, and providing slope protection as needed. A two stage process and/or a second raising similar to that discussed regarding the Frenchglen Highway (FAS 171) may also be required on the Narrows - Princeton Road (FAS-B473) and at the Barton Lake site on the Princeton - Graincamp Road (FAS-B472). No costs have been included for a second stage on these routes.

Repair Costs Frenchglen Highway (FAS 171):

Temporary		
Hauling rock to weight bridge down, making barricades, signing, erecting poles to mark highway, and misc.		$ 5,000
Stage One (Temporary work necessary to open road to traffic)		
Mobilization	$ 101,000	
Traffic Control	35,000	
Riprap - Class 100	1,200,000	
Class 700	175,000	
Pitrun Subbase	200,000	
Oil Mat (temp wear surface)	350,000*	
*includes aggregate base		$ 2,061,000
Narrows Structure		
100' x 28' x $50		140,000
		2,206,000
20% E & C		441,200
		$ 2.547,200
Permanent		
Stage Two:		
Paving 3" emulsified cold mix	$ 230,000	
*Guardrail 5280' (worst condition)	65,000	
	$ 295,000	
20% E & C	59,000	
	$ 354,000	

*To be reassessed, actual guardrail quantities would depend on actual water depth.

Harney County Repair Costs:

Temporary (costs to July 1, 1983)		
FAS-B473 Narrows - Princeton Road	$ 6,148.42	
FAS-B472 Graincamp - Princeton Road	8,089.00	
		14,237.42*

*Costs supplied by Harney County Judge Dale White's letter of 6/16/83, copy attached. These costs are for raising the roadbed above the rising water to keep the roads open to traffic.

Permanent		
FAS-B473 Narrows - Princeton Road		
M.P. 7.27-7.89 & M.P. 9.37-10.25 Riprap	$ 500,000.00	
M.P. 7.24-9.92 & M.P. 8.91-10.28 Pitrun Surfacing	22,500.00	$ 552,500.00
20% E & C		104,500.00
		$ 627,000.00

Repair Costs Frenchglen Highway (FAS 171):

Temporary			
Hauling rock to weight bridge down, making barricades, signing, erecting poles to makr highway, and misc.		$5,000	
Permanent			
Stage One:			
Mobilization	$ 101,000		
Traffic Control	35,000		
Riprap			
Class 100	1,200,000		
Class 700	175,000		
Pitrun Subbase	200,000		
Oil Mat (temp. wear surface)	350,000*		*includes aggregate base
	$2,061,000		
Narrows Structure 100'x28'x$50	140,000		
	$2,201,000		
20% E & C	440,200		
	$2,641,200		
Stage Two:			
Paving-3" emulsified cold mix	230,000		
*Guardrail 5280' (worst condition)	65,000		
	295,000		
20% E & C	59,000		
	254,000		

*to be reassessed, actual guardrail quantities would depend on actual water depth.

Harney County Repair Costs:

Temporary (costs to July 1, 1983)	
FAS-B473 Narrows - Princeton Road	6,148.42
FAS-B472 Graincamp - Princeton Road	8,089.00
	$ 14,237.42*

*Costs supplied by Harney County Judge Dale White's letter of June 16, 1983, copy attached. These costs are for raising the roadbed above the rising water to keep the roads open to traffic.

Permanent	
FAS-B473 Narrows - Princeton Road	
M.P. 7.27-7.89 & M.P. 9.37-10.25 Riprap	$500,000
M.P. 7.24-9.92 & M.P. 8.91-10.28 Pitrun Surfacing	22,500
	522,500
20% E & C	104,500
	$627,000

(In addition the Blitzen River Bridge may have sustained some damage. The extent of the damage cannot be determined at this time due to high water.)

FAS-B472 Graincamp - Princeton Road			
M.P. 6.80-7.84 Riprap	$ 70,000.00		
Pitrun Surfacing	3,500.00		
Barton Lake Section			
No mile points available - 1/2 mile	35,000.00		
long riprap - Pitrun surfacing	1,750.00		
		$ 110,250.00	
20% E & C		22,050.00	
		$ 132,300.00	
TOTAL COUNTY COST			$759,30

Cost Summary

Temporary		
State	$ 2,647,200.00	
County	14,238.00	
Permanent		
State	354,000.00	
County	759,300.00	
TOTAL COST		$3,774,7 or $3,800,00

MAP

A map with each damaged location noted is attached for informational purposes.

REQUEST OF ASSISTANCE

A copy of Governor Atiyeh's Proclamation of a Catastrophe is attached. Also attached is 1) the State's request and report for assistnace, and 2) Assistant Division Administrator Hathaway's field report.

CONCLUSIONS & RECOMMENDATION

The highway conditions presently being experienced in the Malheur Lake Basin are not the result of a single storm or act of nature but are the result of a number of contributing factors which have led to a lake level that has not been equaled since formal lake level records have been kept and possibly since settlers first arrived in this area.

Due to the type and volume of traffic and the uncertainties involved in water level predictions it seems prudent to risk construction of the roadway at a lower elevation of 4100 at this time. The structure at the Narrows will be constructed to an elevation (4104) and the roadway to 4100. This will result in a permanent installation for the bridge but could result in a second stage raising of the roadway if the worst case condition occurs.

(In addition the Blitzen River Bridge may have sustained some damage. The extent of the damage connot be determined at this time due to high water.)

FAS-B472 Graincamp - Princeton Road		
M.P. 6.80-7.84 Riprap	$	70,000
Pitrun Surfacing		3,500
Barton Lake Section		
No mile points available-½ mile long riprap		35,000
Pitrun Surfacing		1,750
		110,250
20% E & C		22,050
	$	132,300
TOTAL COUNTY COST	$	759,300

Cost Summary

Temporary	
State	5,000
County	14,238
Permanent	
State	$2,895,200
County	759,300
TOTAL COST	$3,673,738
Or	$3,700,000

MAP

A map with each damaged location noted is attached for informational purposes.

REQUEST OF ASSISTANCE

A copy of Governor Atiyeh's Proclamation of a Catastrophe is attached. Also attached is 1) the State's request and report for assistance, and 2) Assistant Division Administrator Hathaway's field report.

CONCLUSIONS & RECOMMENDATION

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We, therefore, recommend a favorable determination by the Federal Highway Administrator for Emergency Relief Funding ($3,800,000) for necessary temporary and permanent restoration work on the Frenchglen Highway (FAS 171), Narrows - Princeton Road (FAS-B473), and the Graincamp - Princeton Road (FAS-B472). Additional funds will be required if a second raising of the roadbed is necessary.

The environmental request for deviation from procedures under Section 17 of FHPM 7-7-2 is being prepared and will be submitted separately.

The State plans to advertise a project on August 3, 1983 which will contain the temporary work included in the above estimate. This is the minimum work necessary to open the road to traffic. The early advancement of this work is necessary to open the road to traffic this Fall before Winter weather. The present system of detours is not considered to be satisfactory for continued use during the Winter period. It is essential that the temporary repair work begin immediately.

Dale E. Wilken

Dale E. Wilken

Attachments:
Judge White's ltr
Map of Damaged Locations
Governor Atiyeh's Proclamation
State's Request for ER
R. B. Hathaway's Field Rpt

cc:
Wash, D.C.

We, therefore, recommend a favorable determination by the Federal Highway Administrator for Emergency Relief Funding ($3,700,000) for necessary temporary and permanent restoration work on the Frenchglen Highway (FAS 171), Narrows - Princeton Road (FAS-B473), and the Graincamp - Princeton Road (FAS-B472). Additional funds will be required if a second raising of the roadbed is necessary.

The environmental request for deviation from procedures under Section 17 of FHPM 7-7-2 is being prepared and will be submitted separately.

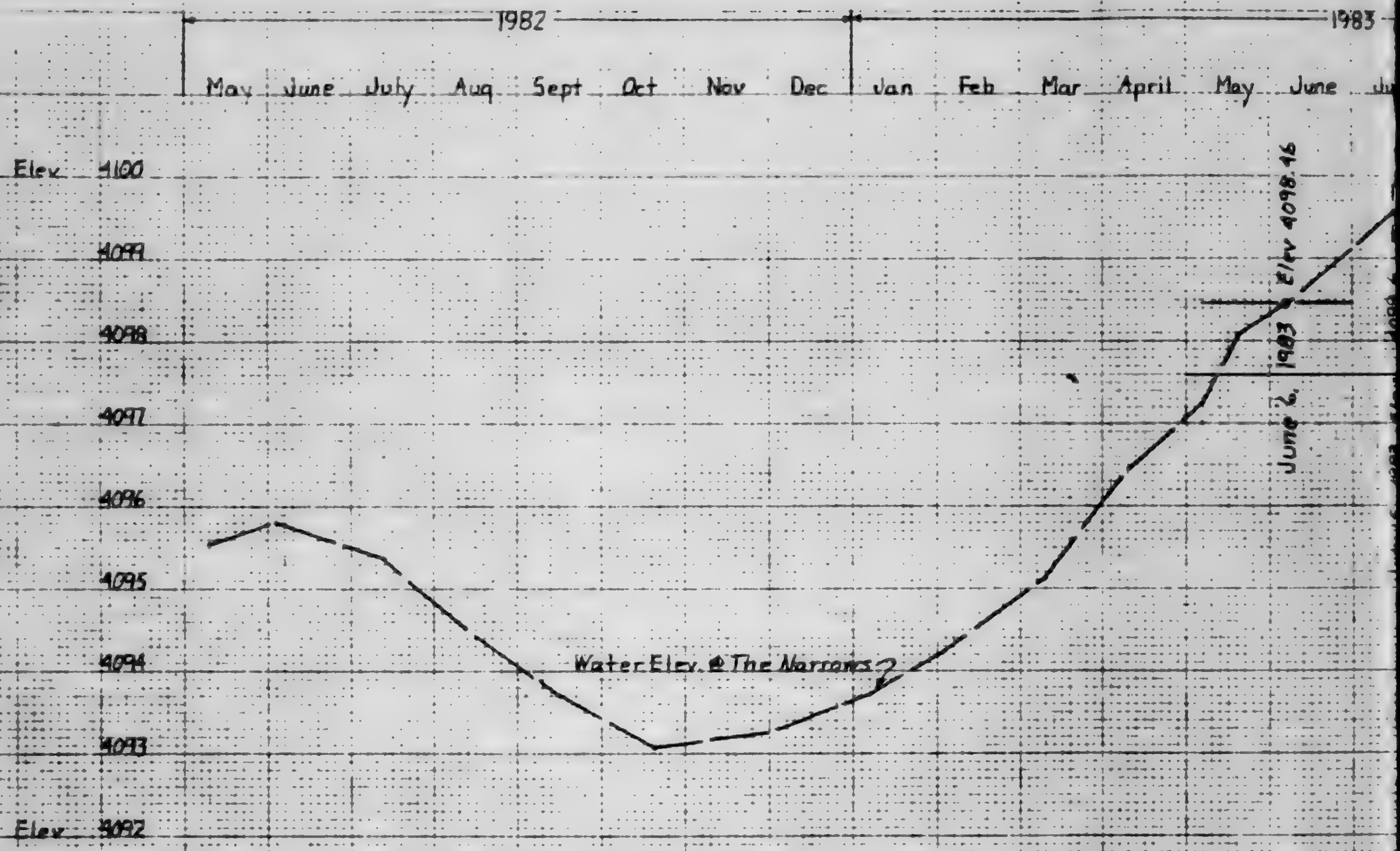
Original Signed By
DALE E. WILKEN
Division Administrator

Dale E. Wilken

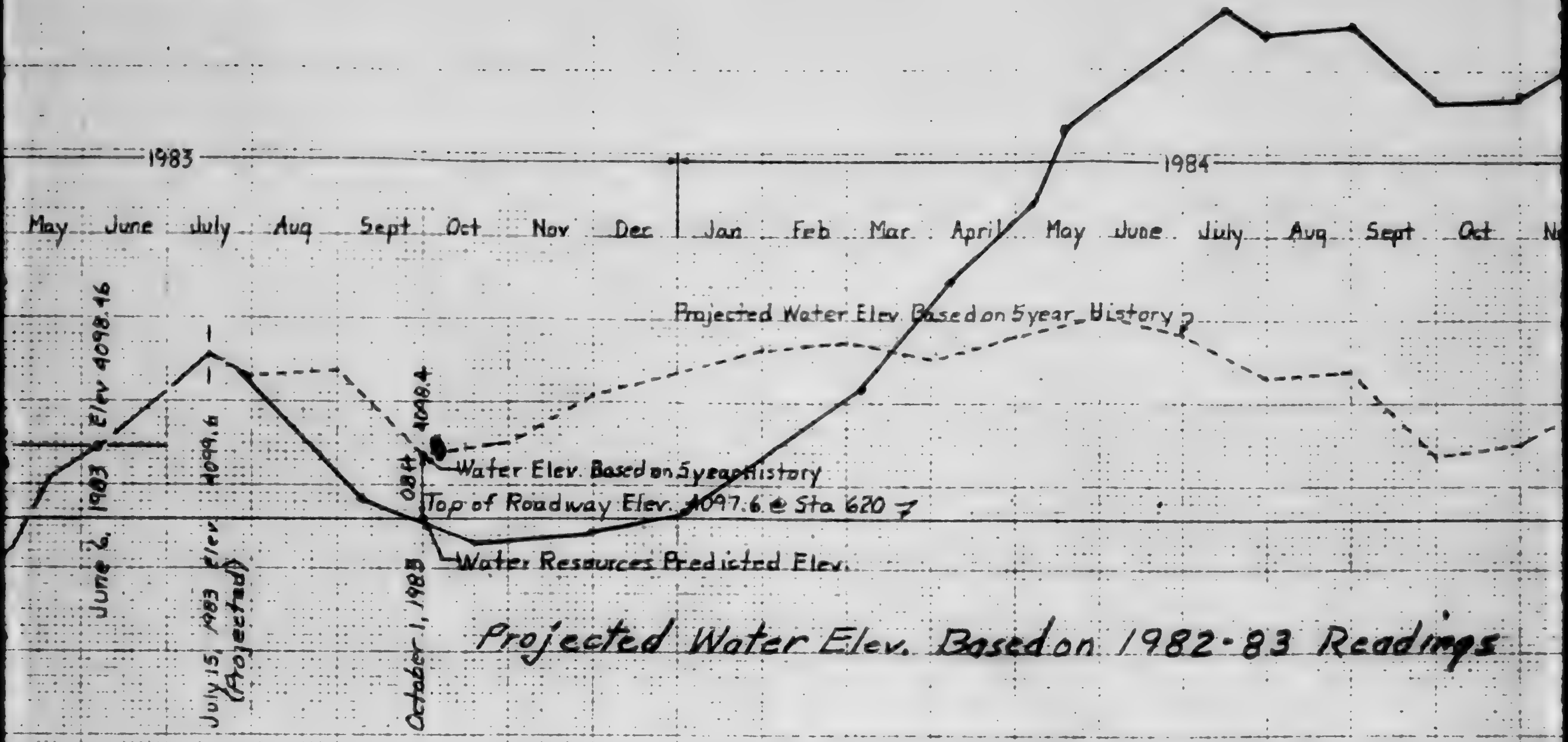
Attachments
Judge White's ltr
Map of Damaged Locations
Governor's Proclamation
State's Request for ER
Hathaway's Field Report

cc:
WA, D.C.

MALHEUR LAKE
HARNEY COUNTY



SOURCE
Oregon State Water Resource Department
And
USGS Publication
"Water Resources Data for Oregon"

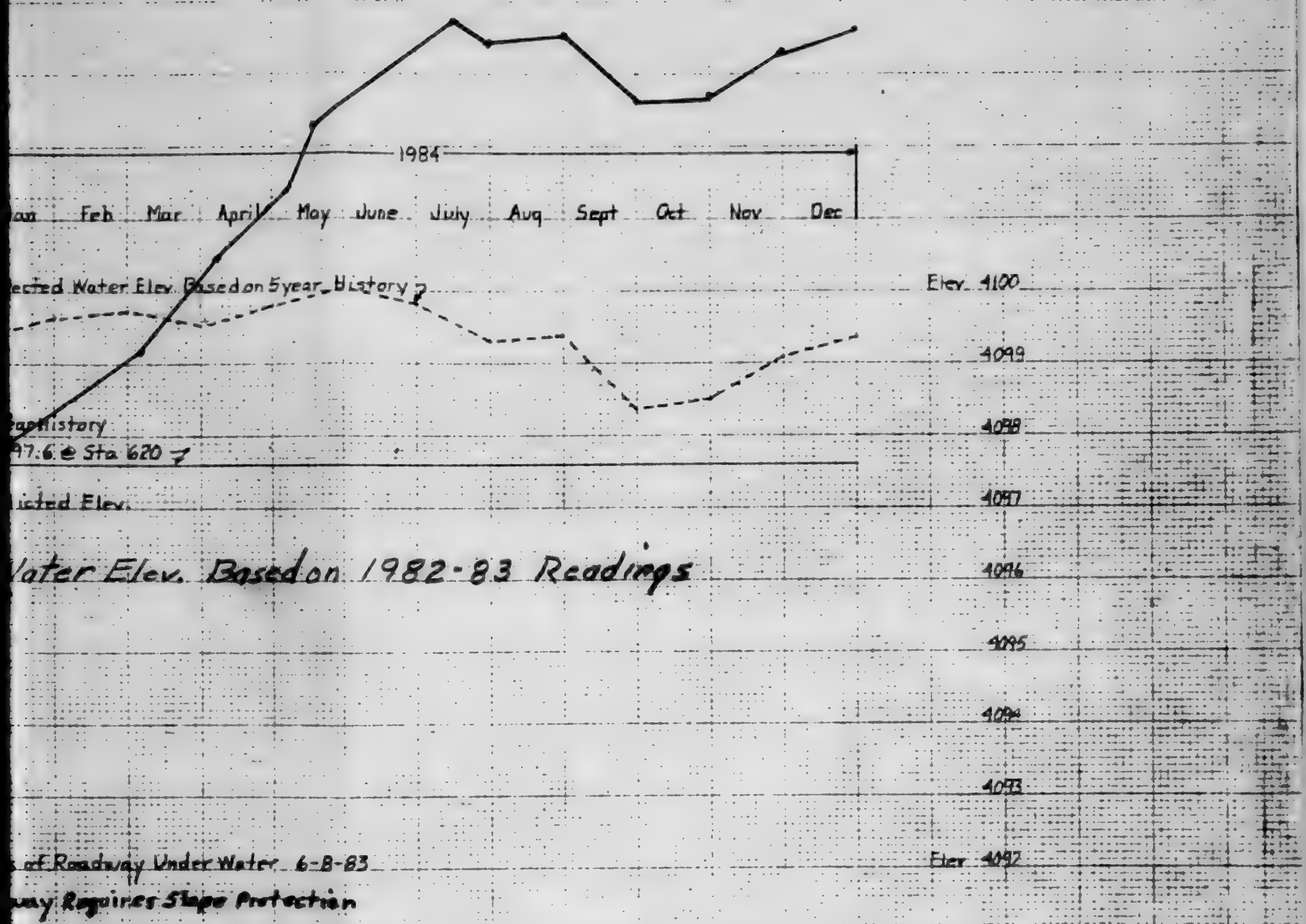


Projected Water Elev. Based on 1982-83 Readings

Note: Approx. 1.5 Miles of Roadway Under Water 6-8-83
5 Miles of Roadway Requires Slope Protection

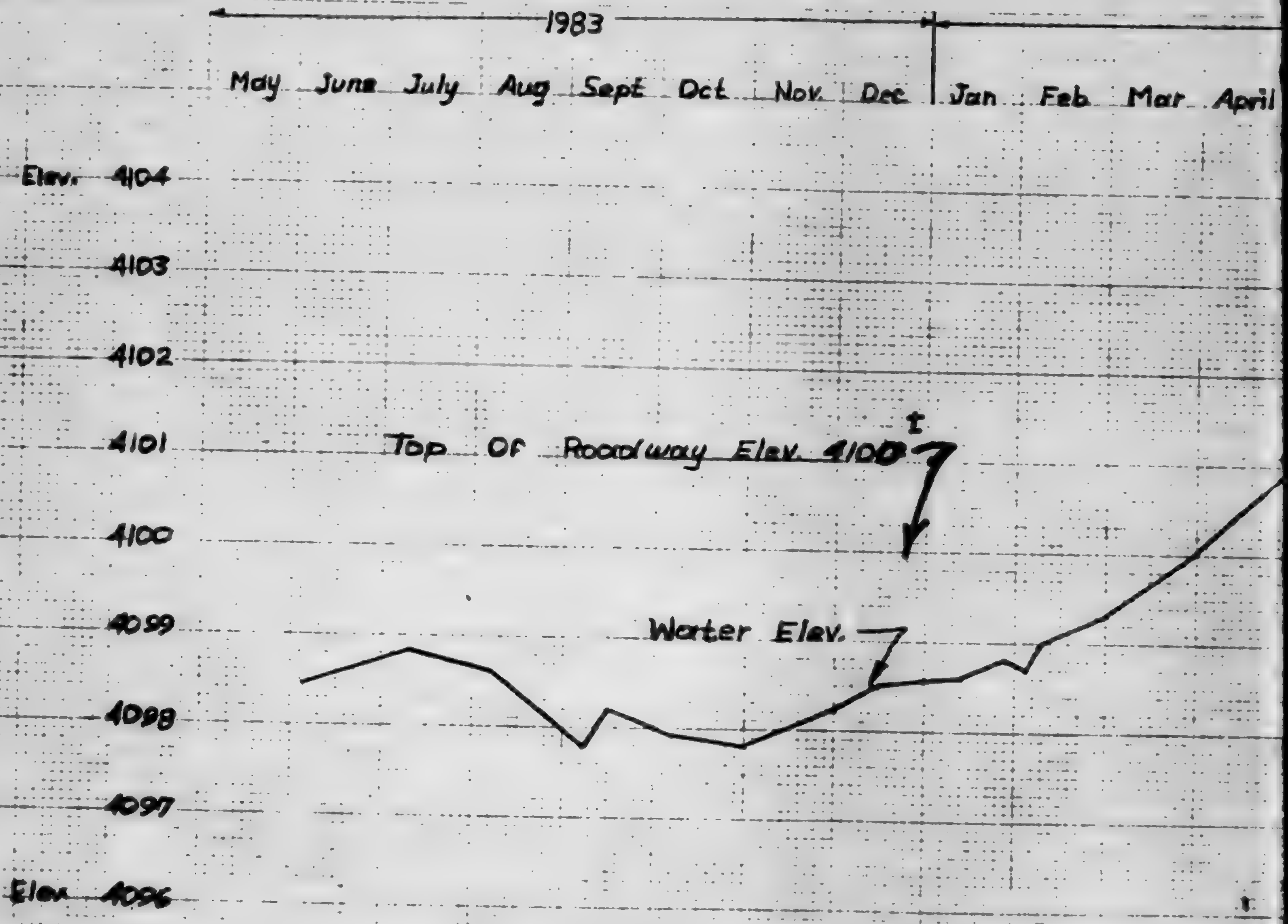
OREGON STATE
MALHEUR L
FRENCH G
HARNEY C

Exhibit "D"

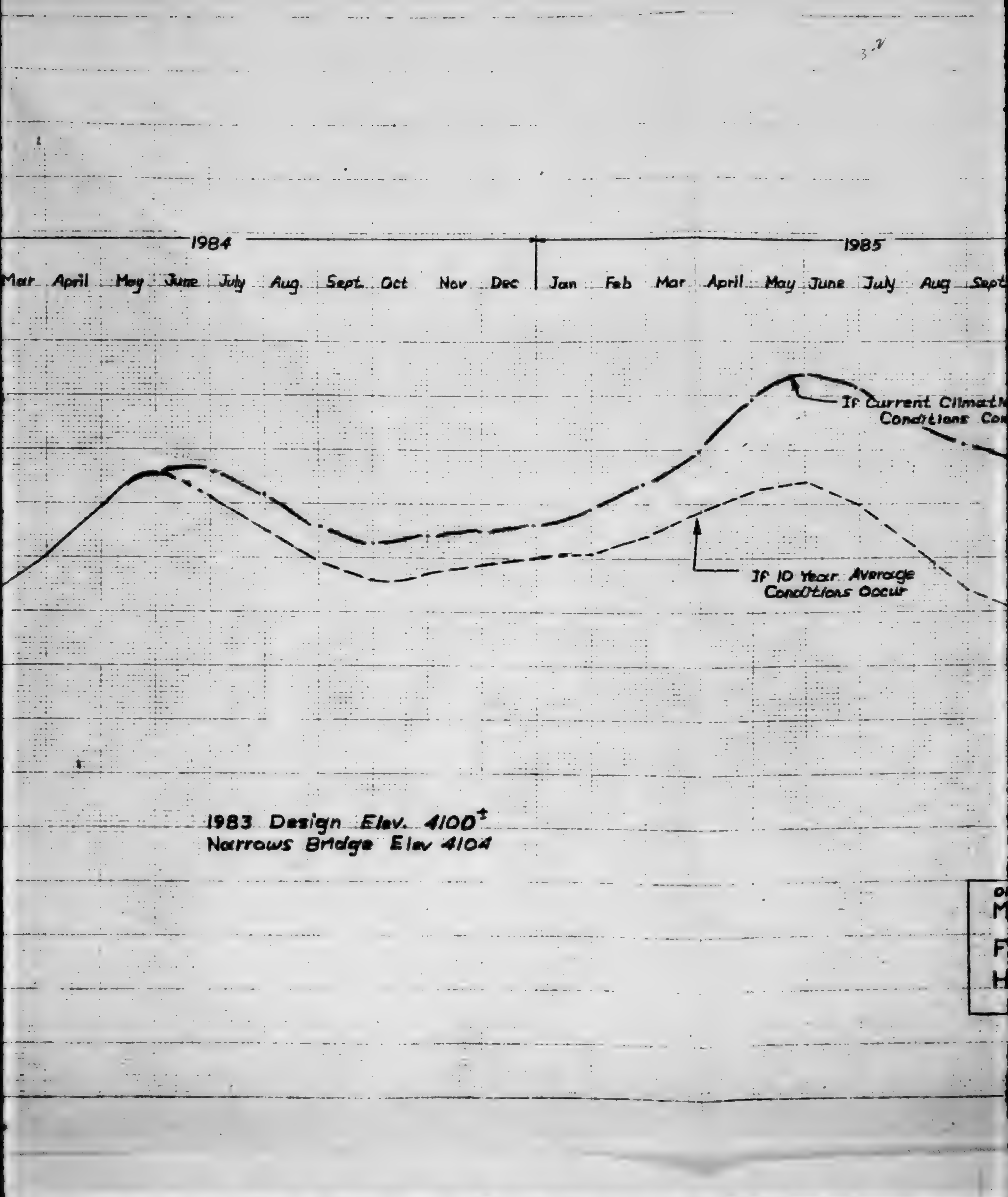


OREGON STATE HIGHWAY DIVISION
MALHEUR LAKE SECTION
FRENCH GLEN HWY.
HARNEY COUNTY
June 9, 1983

MALHEUR LAKE
HARNEY COUNTY



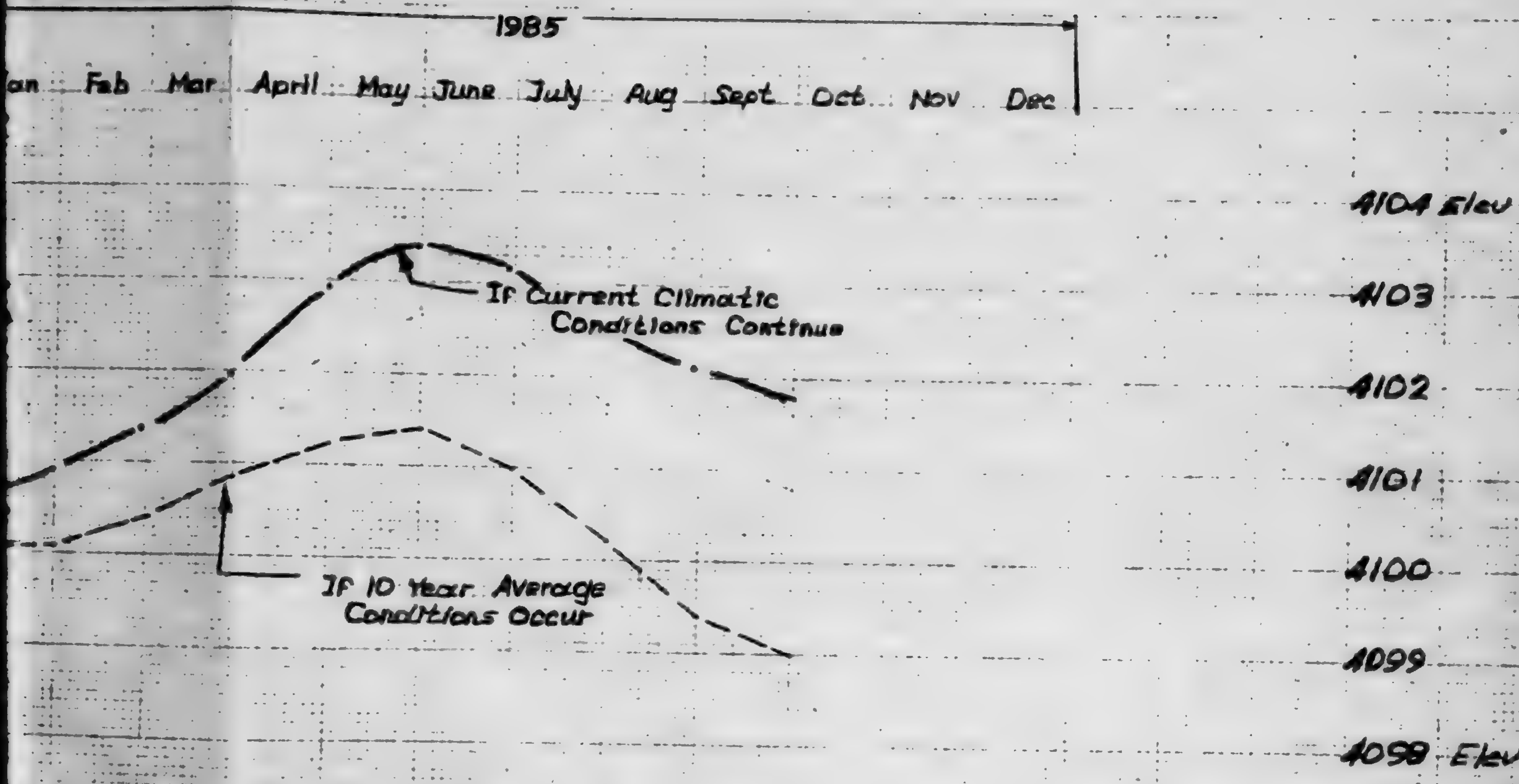
SOURCE
Oregon State Water Resource Department
And
USGS Publication
"Water Resources Data for Oregon"



3-2
1984
1985
Mar April May June July Aug. Sept. Oct Nov Dec
Jan Feb Mar April May June July Aug Sept
If Current Climati
Conditions Con
If 10 Year Average Conditions Occur
1983 Design Elev. 4100±
Narrows Bridge Elev 4104

3-2

Exhibit "D-2"



OREGON STATE HIGHWAY DIVISION
MALHEUR LAKE SECTION
FRENCH GIEN HWY.
HARNEY COUNTY
Feb. 21, 1984

LGS.

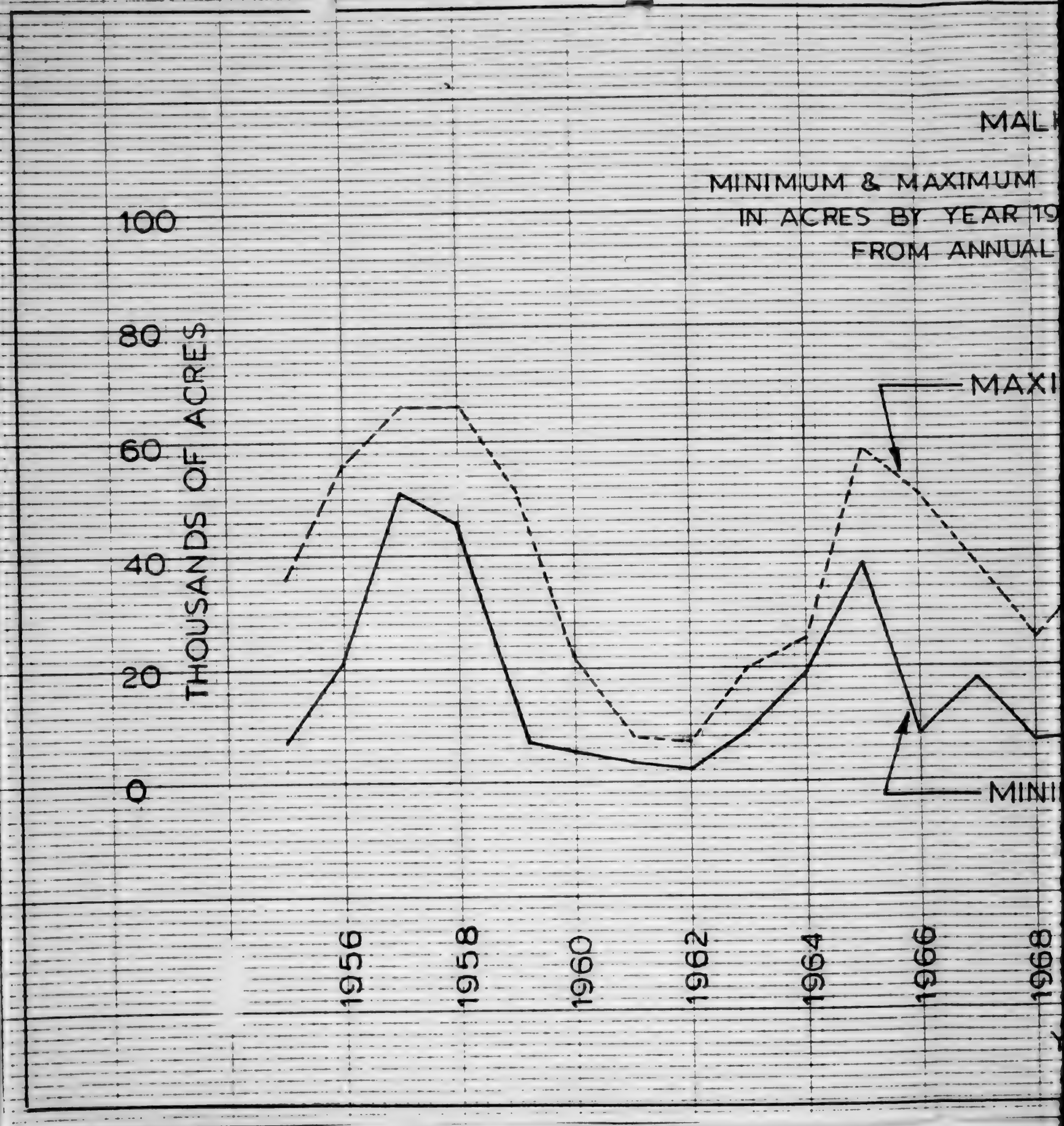
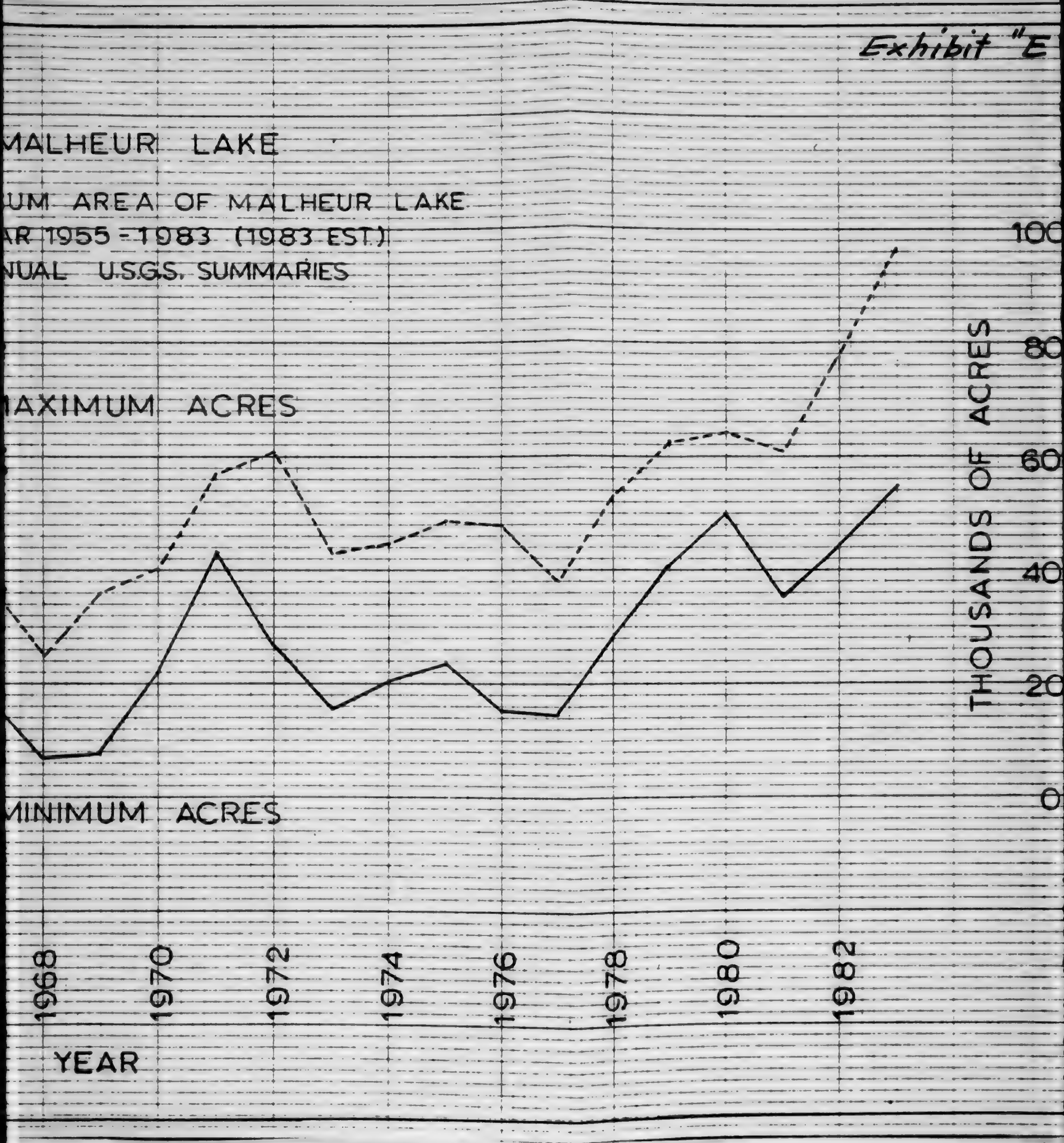

MAL
MINIMUM & MAXIMUM
IN ACRES BY YEAR 19
FROM ANNUAL
100
80
60
40
20
0
THOUSANDS OF ACRES
MAXI
MINI
1956
1958
1960
1962
1964
1966
1968

Exhibit "E



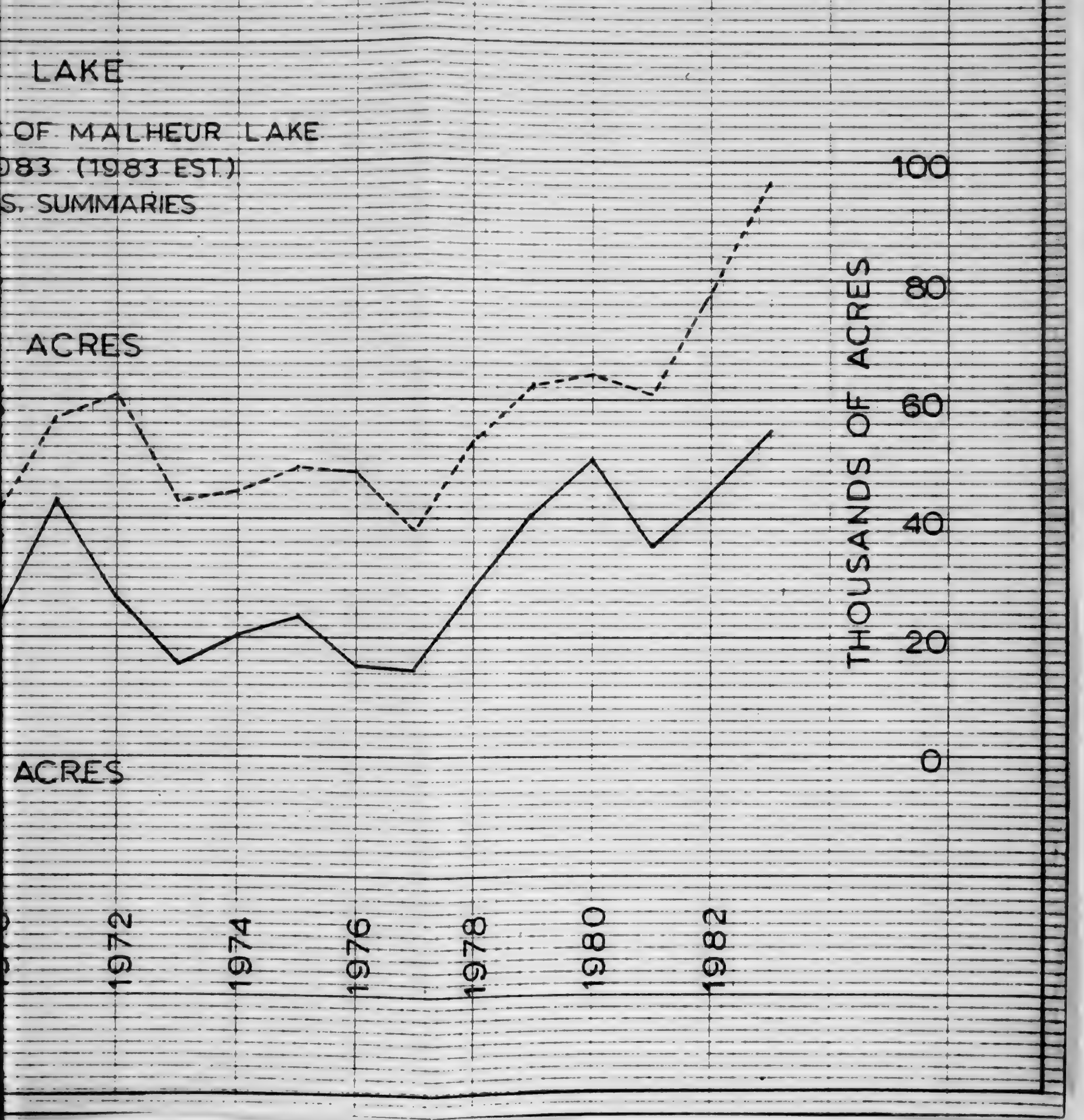
MALHEUR LAKE

UM AREA OF MALHEUR LAKE

AR 1955-1983 (1983 EST.)

NUAL U.S.G.S. SUMMARIES

Exhibit "E"


LAKE
OF MALHEUR LAKE
83 (1983 EST.)
S. SUMMARIES
ACRES
ACRES
THOUSANDS OF ACRES
100
80
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40
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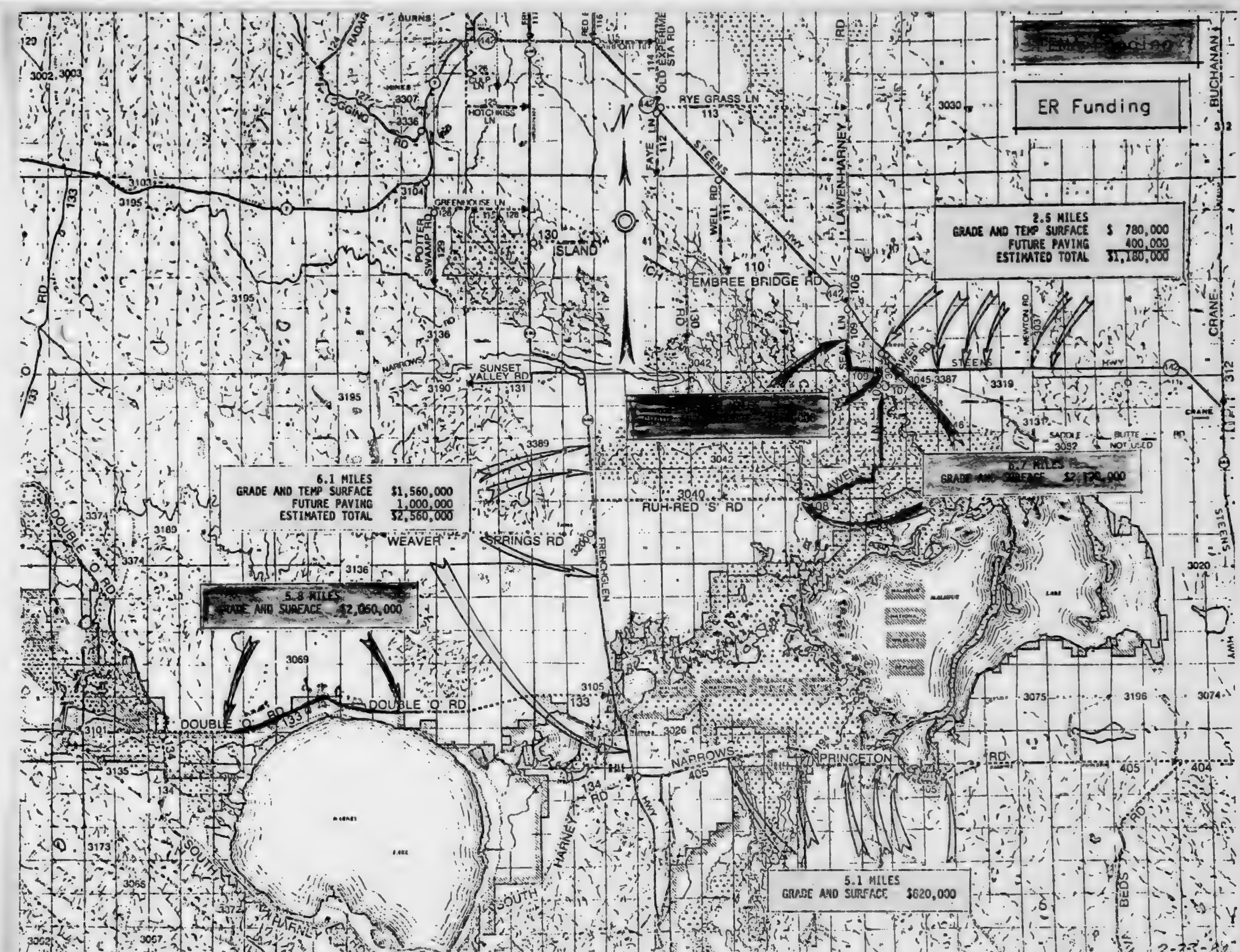
1972
1974
1976
1978
1980
1982


ER Funding
2.5 MILES
GRADE AND TEMP SURFACE $ 780,000
FUTURE PAVING 400,000
ESTIMATED TOTAL $1,180,000
6.7 MILES
GRADE AND SURFACE $2,130,000
6.1 MILES
GRADE AND TEMP SURFACE $1,560,000
FUTURE PAVING 1,000,000
ESTIMATED TOTAL $2,560,000
5.8 MILES
GRADE AND SURFACE $2,050,000
5.1 MILES
GRADE AND SURFACE $620,000
BURNS
RADAR
LOGGING RD
RYE GRASS LN
OLD EXPERIMENT STA RD
FAYE LN
STEENS HWY
LAWEN-HARNEY RD
WELL RD
EMBREE BRIDGE RD
ISLAND
POTTER SWAMP RD
GREENHOUSE LN
HOTCHKISS LN
SUNSET VALLEY RD
NARROWS
RUH-RED 'S' RD
WEAVER SPRINGS RD
FRENCHGLEN
DOUBLE 'O' RD
SOUTH HARNEY RD
NARROWS
PRINCETON RD
LAVA BEDS RD
NEWTON RD
SADDLE BUTTE NOT USED RD
CRANE
BUCHANAN
LAWEN
SEAL LN
3002
3003
3103
3195
3104
3136
3190
3195
3374
3189
3069
3101
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3045-3387
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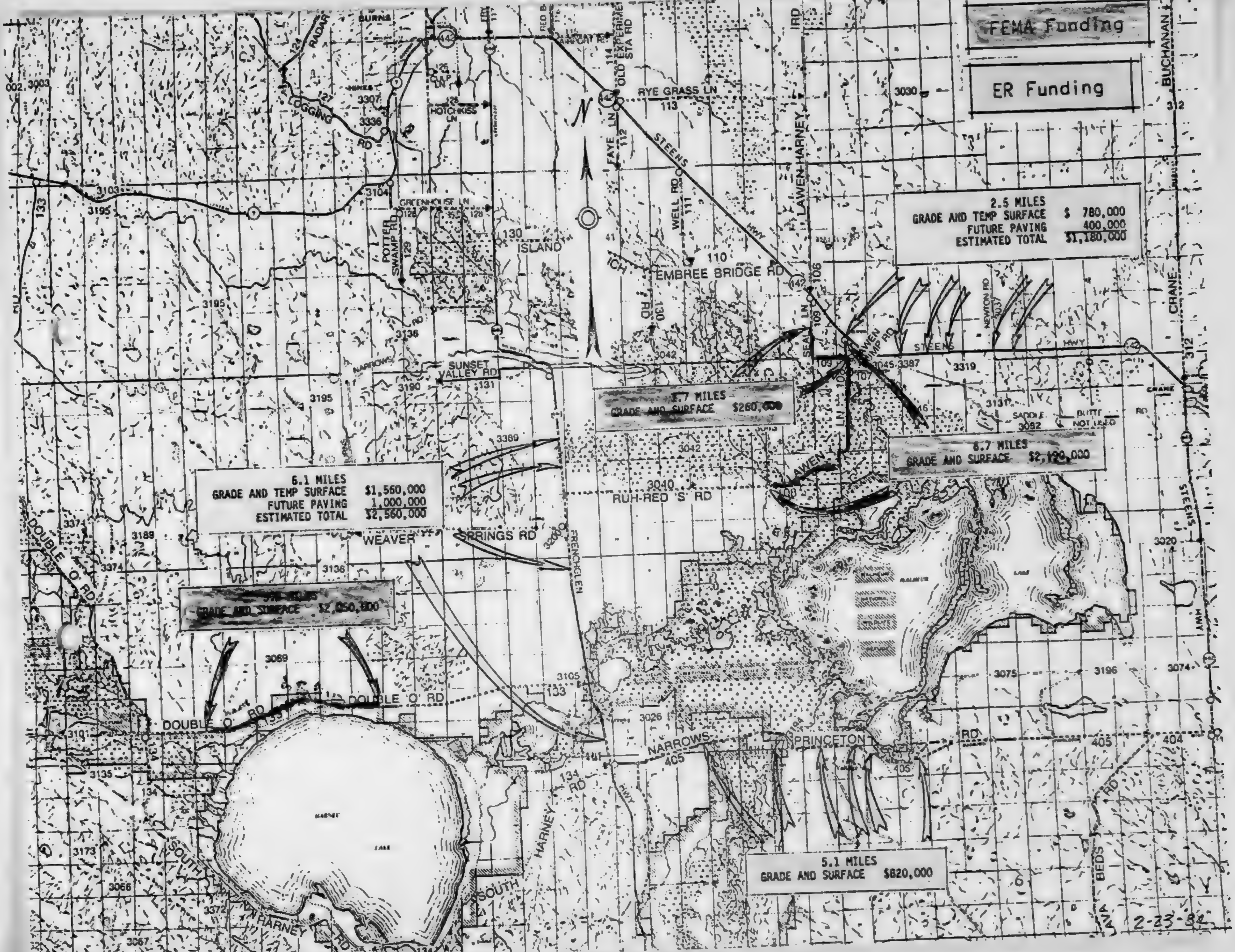
2-23-81



FEMA Funding

ER Funding

2.5 MILES
GRADE AND TEMP SURFACE $ 780,000
FUTURE PAVING 400,000
ESTIMATED TOTAL $1,180,000

3.7 MILES
GRADE AND SURFACE $260,000

6.7 MILES
GRADE AND SURFACE $2,190,000

6.1 MILES
GRADE AND TEMP SURFACE $1,560,000
FUTURE PAVING 1,000,000
ESTIMATED TOTAL $2,560,000

MILES
GRADE AND SURFACE $2,050,000

5.1 MILES
GRADE AND SURFACE $820,000

2-23-84

BURNS
RADAR
LOGGING RD
HOTCHKISS LN
GREENHOUSE LN
POTTER SWAMP RD
ISLAND
OLD EXPERIMENT STA RD
RYE GRASS LN
FAYE LN
STEENS HWY
WELL RD
EMBREE BRIDGE RD
LAWEN-HARNEY RD
SEAL LN
LAWEN SWAMP RD
NEWTON RD
SADDLE BUTTE NOT USED
CRANE
BUCHANAN
SUNSET VALLEY RD
NARROWS
RUH-RED 'S' RD
LAWEN LN
SPRINGS RD
WEAVER
FRENCHGLEN
DOUBLE 'O' RD
NARROWS
PRINCETON
RD
HARNEY HWY
SOUTH HARNEY RD
LAVA BEDS RD
N

VIEW LOOKING NORTHERLY FROM A POINT ABOUT THREE MILES NORTH OF NARROWS BRIDGE ON THE FRENCHGLEN HIGHWAY. THE ROADWAY IS DELINEATED BY THE POSTS AND THE FLOODED LENGTH OF HIGHWAY IS ABOUT ONE MILE.

EXHIBIT F

(1 OF 3)

VIEW LOOKING SOUTHERLY AT THE FLOODING OVER THE HIGHWAY AT NARROWS ON THE FRENCHGLEN HIGHWAY BETWEEN M.P. 21.7 AND M.P. 22.4. STEENS MOUNTAIN IS IN THE BACKGROUND SHOWING SNOWPACK WHICH IS YET TO BE ADDED TO THE LAKE ELEVATION.

EXHIBIT F

(2 OF 3)

VIEW LOOKING WESTERLY FROM A POINT 1½ MILES EASTERLY OF THE MALHEUR WILDLIFE REFUGE HEADQUARTERS WHICH IS VISIBLE IN THE RIGHT BACKGROUND. THE DARKENED AREA ON THE ROADWAY SHOULDERS IS CAUSED BY SATURATION FROM RISING WATERS OF MALHEUR LAKE.

EXHIBIT F

(3 OF 3)

DATE: June 23, 1983 MAI 26

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Emergency Repair
Frenchglen Highway and Various County Roads
Harney County, Oregon

Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of restoring a major and catastrophic loss of transportation service on the Federal Highway System in Harney County, Oregon.

This significant and catastrophic loss of transportation service has occurred as a result of flooding, highway inundation, roadbed saturation, and pavement loss on the Frenchglen Highway, Oregon Route 205, (FAS 171) and various county roads in Harney County, Oregon.

DESCRIPTION OF THE AREA

Harney County is the largest county in Oregon, consisting of over 10,000 square miles (see Exhibit A). Its size ranks it larger than eight states of the United States. A major portion of the county lies within the Great Basin, where no outlet for natural drainage exists.

A complex of three lakes, Harney, Malheur and Mud Lakes, comprise the major wet weather storage basin of water in this county. The size of the lakes vary over the years from nearly dry to hundreds of thousands of acres. The watershed that drains into these lakes is over 5,000 square miles (see Exhibit B) including the Steens Mountain Range with a summit elevation of 9,670 feet.

Although sparsely populated, Harney County has numerous important features. First and foremost among the features are vast live stock ranches and ranges. The county is a chief producer of livestock-cattle and sheep. It also produces timber in its National Forests, and has numerous recreational opportunities of hunting, fishing, camping, mountain and desert hiking. The Steens Mountain Range, a dramatic example of a fault-block mountain formation, is a famous attraction. A very important wildlife refuge, the Malheur National Wildlife Refuge, draws 36,500 visitor days per year and is nationally famous for its abundant wildlife.

The wildlife refuge, Steens Mountains, large ranches and recreation opportunities are all served by the Frenchglen highway, Oregon Route 205, which is a paved route that serves the area. The Highway is paved for a distance of 74 miles and runs south from the nearest population center, Burns, Oregon to the site of Frenchglen and other points south. The route is the primary access and only paved route to the large ranches, the Steens Mountains and the wildlife refuge.

The highway serves as the prime recreational route, serves visitors to the refuges, provides services and supplies for the large ranches, and the route for hauling livestock to and from market and to and from the summer and winter ranges. It is also a mail route and school bus route.

In addition to the State Highway, the area is served by a modest network of unpaved county roads and unimproved dirt access roads. This network of county roads feeds off to the various ranches, recreation facilities and livestock ranges in the region.

At a place called the Narrows, the Donner und Blitzen River which drains from the Steens Mountains empties in the three lakes; Harney, Malheur and Mud Lakes. The Donner und Blitzen River Valley itself basically comprises the Malheur Wildlife Refuge which consists of 183,000 acres.

The Narrows is also where the refuge headquarters is located and where the Frenchglen Highway crosses the waterways joining the three lakes as the highway proceeds south.

DESCRIPTION OF THE PROBLEM

The rising waters of the lakes has inundated the bridge at the Narrows and 1.5 miles of the Frenchglen Highway (as of June 6, 1983) and threatens the roadbed by saturation, shoulder damage and wind driven wave erosion for approximately another 5 miles. The gravel county road system, which is being used as a detour, is being threatened in numerous places by high water, resulting in roadbed saturation and eventually, inundation and closure. Pavement deterioration and gravel road bed saturation is rapidly rendering the transportation system unsafe. (See Photos, Exhibit F).

Recently some vehicles have been able to negotiate the closed portion of the Frenchglen Highway, but the route has now been closed by earth berm barricades to prevent passage because of unsafe conditions due to pavement holes and undermined shoulders. Rock has already been placed on the Narrows Bridge to prevent it from floating away.

For transportation service from Burns to points south of the Narrows, the Narrows-Princeton County Road (FAS B473) is being used as a detour (see Exhibit C). This detour is 35 miles out of direction. This gravel road is also severely threatened by inundation and roadbed saturation. Photographs taken on June 15, 1983 (see Exhibit F) show that the roadbed saturation has penetrated to the point where the only safe portion of the roadway is approximately 10 feet in width. Once saturated, the gravel routes are extremely unsafe and impassable.

The next available detour, if the Narrows Princeton County Road is closed, is the gravel county road called the Grain Camp-Princeton Road (FAS B472) which would add another 27 miles to the detour for travel to the Narrows. This road may also be threatened in the future.

The existing detour from the wildlife refuge headquarters and other points south of the Narrows adds at least one hour driving time to an already long round trip to Burns, Oregon. In some cases, depending on location, a 2.5 hour round trip could be increased to 3.5 hours or more. This becomes economically significant when considering supplies, fuels and other services to ranching operations and the refuge. It also becomes very significant when considering medical and other emergencies.

Other County routes that have been severely damaged and are threatened with closure and/or further emergency repair are: Catlow Valley-Davis Section of FAS-B470, Fields-Folley Farm Section of FAS-B471, FAS-B475 (Pine Creek Road), and Van-Drewsy Section of FAS-B472.

In summary, the major access and only paved route to the vast area is already closed or severely damaged for over 6 miles of its length. The primary detour is very unsafe now and threatened with closure, and other detours and County routes face similar fates. The transportation service loss in terms of economic service to the ranches, recreational users, visitors and services to the National Wildlife Refuge is devastating and now nearly complete.

DISCUSSION OF HYDROLOGY AND PROJECTIONS

The unusually heavy snowpack in the Steens Mountains, the wet weather and the basin with no outlets have all combined to cause extreme flooding in Harney County. Malheur lake has grown in size from a yearly maximum size of approximately 50,000 acres in 1977 to over 100,000 acres at present (see Exhibit E).

The elevation of the Frenchglen Highway at the Narrows Bridge is 4097.6. The water elevation measured on June 6, 1983 was 4098.46. The July 15, 1983 projected elevation is 4099.6. In order to make some assumptions about the future, the last 5 year mean water level fluctuation of Malheur Lake was plotted on a graph beginning at the point of the July 15, 1983 projection (See exhibit D). Also, the 1982-1983 mean water level fluctuation was plotted at the same begining point of July 15, 1983 and shows a much more severe future flooding pattern.

From these projections, the water level is expected to be above the roadway height for several years to come.

Because there are no outlets, annual precipitation rates that determine snowpack and the evaporation rate are the two important factors influencing the size of the three lakes. The Oregon State Water Resources Board has informed this agency that a normal, evaporation year would take 48 inches from the lakes. However, because of a cool and cloudy weather season to date, only 24 inches of evaporation is predicted to occur by this September 30, 1983, which is the normal end of the evaporation cycle.

This projection, combined with the conservative plotting of the future elevation by using the last 5 year mean level fluctuations of the lake, means that little relief is in sight for the flooding situation in the County. In fact, a continuance of wet weather and heavy snows of the last two years will considerably worsen the situation over the projection.

PROPOSED SOLUTIONS

It is presently proposed to raise the grade of the Frenchglen Highway by up to three feet to an elevation of 4,100.6. The roadway embankment will be armored with a blanket of shot quarry rock to protect it from erosion. Clean gravel will be placed to raise the roadway above flood elevations and a temporary asphalt surface treatment applied and left in that condition until future conditions can be assessed. The cost for that temporary emergency repair work is currently estimated at approximately $2 million. If additional temporary emergency repair is not necessary, and if no further damage occurs, permanent restoration to include asphaltic concrete surfacing is estimated to cost $1 million.

It is proposed to perform this work this fall when the water level is projected to temporarily recede because of evaporation to an elevation of 4098.4 feet.

Similar treatment is proposed for the county roads that are experiencing difficulties. Temporary emergency repairs on the FAS System by the County to keep the detour routes open amount to $44,000. Estimates for future county road work to keep those routes open for the projected flooding period are largely unknown, except that $350,000 has been estimated to protect the Narrows-Princeton County Road from further damage.

The final solution will only be known when the future climatic factors have occurred and when the lake waters have adjusted accordingly. The emergency work proposed to date only deals with the prospects of two years of additional flooding.

CONCLUSION

There is a unique set of circumstances surrounding this catastrophe. First, flooding has not occurred at all in recent times and the period of time the roads are projected to be out of service is two years. Second, detour routes are considerably out of direction and make an already long trip longer. Third, the detour routes themselves are becoming unsafe and will soon be subject to closure. Fourth, the wildlife refuge, the ranches and the people working at those facilities are in need of services, supplies, safe and efficient access and continuance of emergency services.

The severance and disruption of access for a period of two years is a social and economic disaster of major proportions.

A declaration of emergency by the Governor of the State of Oregon is attached for your information.

You are requested to provide ER funds in the amount of $2,400,000 recited in this letter and in future undetermined amounts so that transportation service can be immediately restored for the present and permanently restored in the future.

GAP:bks

cc: Senator Mark Hatfield
Congressman Denny Smith
Congressman Bob Smith
Senator Eugene Timms
Representative Denny Jones
Bob Oliver
Judge Dale White

bc: Fred Miller
E.S. Hunter
W.E. Schwartz
R.N. Bothman
Gary A. Potter
J.H. Versteeg
Cam Gilmour
R.D. Hector

7808

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 24, 1984

The Honorable Dale White
Court of Harney County
Courthouse
Burns, OR 97720

NOTED
E. S. HUNTER

Dear Judge White:

Harney County Emergency Repairs

Per your request this is to inform you that the Oregon State Highway Division has prepared an estimate for emergency repairs to the Frenchglen Highway, the Steens Highway and the Narrows-Princeton County Road. These repairs are occasioned by the anticipated flooding caused by the raising of the water in Malheur Lake.

Frenchglen Highway	$1,560,000
Steens Highway	780,000
Narrows-Princeton Co. Rd	820,000

These are the routes on the federal-aid highway system eligible for Emergency Relief funding from the Federal Highway Administration.

Sincerely,

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

FET:ge

bc E. S. Hunter
R. D. Hector

RECEIVED
TECHNICAL SERVICES
FEB 27 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Adj	File

Form 734-3122

720 L

911 P

STATE OF OREGON INTEROFFICE MEMO

☐ RE ☐ RCE ☐ RME ☒ ROE

☐ RFA FEB 07 1984 ☐

RECEIVED
REGION 5 OFFICE

TO: R.D. Hector
Region Engineer

DATE: February ~~3~~ 14, 1984

FROM: P. F. Burnett P. F. Burnett
Project Manager

SUBJECT: Harney County Flood

Enclosed please find a copy of letter from George M.Constantino, Refuge Manager, relative to impact of projected high water on their operations.

Since most of this report is based on speculation as to what may happen, I don't feel that it's appropriate to reply to Mr. Constantino's letter although there are some statements in his letter I don't agree with. For instance I doubt the statement under item 5, that there are 36,000 birdwatcher that spend $500,000 in Harney County.

2-14-84

to Versteeg
Potter

Good discussion of some impacts which we may use in requesting emergency relief funds. Talked with Wellsen today about timing of our request and he is going to be discussing same with Rogers this afternoon

E.H.

Ed Hector

For your info –
RDH

RECEIVED
TECHNICAL SERVICES
FEB 13 '84
REFER TO
FOR

Info	Invest	R/D	Draft	Sign	Appr	File

7808

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Frank E. Terpin
Location Engineer

DATE: January 26, 1984

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Emergency Repair
Malheur Lake Flooding
Harney County

cc'd
mail 26

I have been asked by Roger Lang and Al Hanson just what might be eligible for ER funding so that you can proceed with the preparation of the two reports as directed in Versteeg's January 18 memorandum.

I have had several discussions with the Federal Highway Administration and the following information was obtained.

First, regular ER funding provided by the FHWA applies only to state highways and county roads that are on the Federal Aid System. Other roads not on the Federal Aid System are not eligible for ER funding.

However, the Federal Emergency Management Agency, FEMA, is equipped to provide disaster relief for all kinds of situations, including road repair and rehabilitation for those not on the Federal Aid Highway System.

They also informed me that FEMA is an entirely different agency, and our experience with FEMA may indeed be frustrating.

As an informational note, discussions with the local office of FHWA reached that the Washington, D.C. office was firmly planted in the position that they would not look favorably on funding a disaster that is anticipated has not occurred yet, and is continual, prolonged problem.

NOTED
W. E. SCHWARTZ

GAP:pf

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
J. H. Versteeg
R. D. Hector, Region 5
Roger Lang, Region 5

RECEIVED
STATE HWY ENGR

JAN 27 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

26

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Frank E. Terpin
Location Engineer

DATE: January 18, 1984

FROM: J. H. Versteeg
Road Design Engineer

NOTED
H. S. COULTER

SUBJECT: Malheur Lake Flooding
Harney County

The Frenchglen Highway (ORE205) could be under a half-foot of water at the Narrows by next July according to recent predictions. We need to develop plans to raise the grade on the Frenchglen Highway for a contract in April or May.

Looking at the projected flood elevation of 4,101.4, we should raise the grade to an elevation of 4,103.0 or higher, depending on expected wave action. We will also need to raise the grade of those county roads covered in the 1983 contract work.

Please prepare plans, estimates, and a report for submittal to the FHWA for E-R funding by February 10. A second proposal needs to be developed to raise the grades of other county roads and sections of State highways that we expect to be flooded this summer. This report should be completed before the end of February.

Attached is a copy of information recently received from the Water Resources Department. Also attached is a copy of Anhorn's letter of January 9, 1984, predicting a high water elevation of 4,102.6 in Malheur Lake. We need to see if we can resolve these different predictions.

Not correct

JHV:kkr

Attachment

cc: E. S. Hunter
Don Adams
R. D. Hector

CC Coulter
Schwartz

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FOR
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RECEIVED
TECHNICAL SERVICES
JAN 19 '84
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FOR

81-125-1307

1984 North Powder-Baldock Sl. 9809
Sec. of Old Oregon Trail Highway.
(Paving) #3

9204

J

STATE OF OREGON
Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5
9809

TO: Caroline Philip
General Files

DATE: November 10, 1988

FROM:

SUBJECT: Project Files for Discovery
Contractor vs. Subcontractor
North Powder-Baldock Slough
Contract No. 9809

We have been requested to provide the subject project files for litigation discovery purposes not involving the State of Oregon. This discovery is to be scheduled in the construction office during the week of November 21-25, 1988.

Please assemble all the project documents in your possession, pack them in standard storages boxes, or other appropriate packaging, prepare a short "file folder" type inventory and enclose in boxes. Clearly mark each carton as to originator and deliver to my office at the Construction Section prior to November 17, 1988.

If you have no files in your possession on this project, please note same on this memo and return to me prior to November 17, 1988. If you have a problem making this delivery date please call me as soon as possible.

Thank you for your timely assistance and cooperation. Your files will be returned to you as soon as discovery is completed.

Thanks again for your help.

S Littrell

Steve Littrell
Contract Claims Coordinator

cc: F.Y.I. Bob Hector
D.O. Christensen
Bill Quinn
Chuck Hemenway

SL/sw

11092s

Proj. Dev. Engr. DOC
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NOV [illegible] 1988
RD/LOC/SPECS OFFICE

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5

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-153	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	6-[illegible]	County Baker & Union
MODIFICATION NUMBER 7		Project Number IR-84-7(6)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,868,600	$ 14,390,273
Federal funds	$ 12,789,622	$ 13,270,708
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible]TH day of [illegible], 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 24, 1988

FEDERAL AID PROJECT NO. IR-84-7(6)284

NORTH POWDER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY
BAKER & UNION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
PAVING (STA. 1190+00 TO 1812+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Plastic Safety Markers	EA	$ 80.00	30	$ 2,400.00	40	$ 3,200.00
General Excavation	CY	6.00	29,865	179,190.00	33,736.40	202,418.40
Cement Treated Base Mixture	TON	10.00	67,500	675,000.00	74,840.76	748,407.60
Class "C" Asphalt Conc. Mix.	TON	20.00	42,400	848,000.00	43,746.37	874,927.40
Asphalt Cement in Mixture	TON	200.00	2,550	510,000.00	3,135.211	627,042.20
Continuously Reinforced Conc. Pave	CY	63.30	102,220	6,470,526.00	106,647.60	6,750,793.08
				$8,685,116.00		$9,206,788.68

Total Increase	$ 521,672.68
Subtotal as on estimate of February 10, 1988	$ 13,254,240.66
Total Increase	521,672.68
Subtotal	$ 14,386,673.00
Engineering	610,759.66
Total	$ 14,386,673.00

RETAIN IN RESERVE

Total as on estimate of February 10, 1988	$ 3,600.00
Length of Roadway	11.78 mi.
Cost of Roadway Per Mile	$ 1,221,279.54

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Paving	044	$14,386,673.00	$13,267,389.00	$1,119,284.00
Reserve	044	3,600.00	3,319.00	281.00
Total		$14,390,273.00	$13,270,708.00	$1,119,565.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 9,809
Prefix: C601-1972 (P.E.)
C09809
Baker Co. - 93%; Union Co. = 7%

DDB:bkw

9809 J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-51	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	2-18-88	County Baker & Umatilla
MODIFICATION NUMBER 6		Project Number IR-84-7(6)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,833,800	$ 13,868,~~300~~ 600
Federal funds	$ 12,757,529	$ 12,789,622
Other revisions		

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of FEB, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

XXX For: Donald R. Adams
Acting State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 10, 1988

Federal-Aid Project No. IR-84-7(6)284

North Powder-Baldock Slough Section
Old Oregon Trail Highway
Baker & Umatilla Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Paving (Sta. 1190+00 to STa. 1812+00)

Subtotal from estimate of December 12, 1985		$ 13,254,240.66
	Engineering	610,759.34
	Total	$ 13,865,000.00

Retain in Reserve

Total from estimate on May 31, 1984	$ 3,600.00
Length of Roadway	11.780 mi.
Cost of Roadway Per Mile	$ 1,177,275.04

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Paving	044	$ 13,865,000.00	$ 12,786,303.00	$ 1,078,697.00
Reserve	044	3,600.00	3,319.00	281.00
Total		$ 13,868,~~300.00~~ 13,868,600.00	$ 12,789,622.00	$ 1,078,978.00

Group 1 = 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: C09809
Baker Co. - 93%; Union Co. - 7%

RLC:bkw

9809

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-66		State Oregon
PROJECT REPORT NUMBER		County Baker & Union
MODIFICATION NUMBER 5		Project Number IR-84-7(6)284

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-7-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,813,800	$ 13,833,800
Federal funds	$ 12,739,085	$ 12,757,529
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7 th day of [illegible], 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

XXBy For: Larry Rulien
State Highway Engineer
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

FUNDS AVAILABLE
sw DATE DEC 7 1987

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1987

FEDERAL AID PROJECT NO. IR-84-7(6)284

NORTH POWDER-BALDOCK SLOUGH SECTION
OLD OREGON TRAL HIGHWAY
BAKER & UMATILLA COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
PAVING (STA. 1190+00 TO STA. 1812+00)

Subtotal from estimate of December 12, 1985		$ 13,254,240.66
	Engineering	575,959.34
	Total	$ 13,830,200.00

Retain in Reserve

Total from estimate on May 31, 1984	$ 3,600.00

Length of Roadway	11.780 mi.
Cost of Roadway Per Mile	$ 1,174,346.35

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Paving	044	$13,830,200.00	$12,754,210.00	$ 1,075,990.00
Reserve	044	3,600.00	3,319.00	281.00
Total		$13,833,800.00	$12,757,529.00	$ 1,076,271.00

Group 1 = 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: C09809
Baker Co. - 93%; Union Co. - 7%

RLC:bkw

9809

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-30	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Baker & Union
PROJECT REPORT NUMBER	9-8-87	Project Number IR-84-7(6)284
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,788,291.00	$ 13,813,800.00
Federal funds	$ 12,715,561.00	$ 12,739,085.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of SEP , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight Jr
Manager, Program Section
(Title)

XX For: Larry Rulien
State Highway Engineer
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunnow
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon September 1, 1987

Federal-Aid Project No. IR-84-7(6)284

North Powder - Baldock Slough Section
Old Oregon Trail Highway
Baker & Union Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Paving (Sta. 1190+00 to Sta. 1812+00)

Subtotal from Estimate on December 12, 1985		$13,254,240.66
	Engineering	555,959.34
	Total	$13,810,200.00

Retain in Reserve

Total from Estimate on May 31, 1984	$ 3,600.00

Length of Roadway ------------------- 11.780 mi.
Cost of Roadway Per Mile ------------ $1,172,648.56

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Paving	044	$13,810,200.00	$12,735,766.00	$1,074,434.00
Reserve	044	3,600.00	3,319.00	281.00
Total		$13,813,800.00	$12,739,085.00	$1,074,715.00

Group 1 = 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: C09809
Baker Co. - 93%; Union Co. - 7%

RLC:me

9-2.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State Oregon
MONTHLY TRANSACTION NUMBER 5-25	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Baker & Union
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 3	5-6-87	Project Number IR-84-7(6)284

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 6, 1984 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,110,000	$ 13,788,291
Federal funds	$ 13,015,561	$ 12,715,561
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Gen Files

Oregon State Highway Division
Salem, Oregon May 6, 1987

Federal-Aid Project No. IR-84-7(6)284

North Power - Baldock Slough Section
Old Oregon Trail Highway
Baker & Union Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Paving (Sta. 1190+00 to Sta. 1812+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT

Subtotal from Estimate on December 12, 1985	$13,254,240.66
Engineering	530,450.34
Total	$13,784,691.00

Retain in Reserve

Total from Estimate on May 31, 1984	$ 3,600.00

Length of Roadway ------------------- 11.780 mi.
Cost of Roadway Per Mile ------------ $1,170,483.11

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Paving	044	$13,784,691.00	$12,712,242.00	$1,072,449.00
Reserve	044	3,600.00	3,319.00	281.00
TOTAL		$13,788,291.00	$12,715,561.00	$1,072,730.00

Group 1 = 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: C09809
Baker Co. = 93%; Union Co. = 7%

RLC:me

98.09

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-159	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Baker & Union
MODIFICATION NUMBER 2	12-18-85	Project Number IR-84-7(6)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,272,600.00	$ 14,110,000.00
Federal funds	$ 12,241,835.00	$ 13,015,561.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: Larry Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-84-7(6)284

North Powder - Baldock Slough Section
Old Oregon Trail Highway
Baker & Union Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Paving (Sta. 1190+00 to Sta. 1812+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 10.00	1,300	$ 13,000.00	2,036	$ 20,360.00
General Excavation	6.00	29,865	179,190.00	33,923	203,538.00
Cold Plane Pavement Removal	3.00	23,860	71,580.00	25,974	77,922.00
Cement Treated Base Mixture	10.00	67,500	675,000.00	75,400	754,000.00
Class "C" Asphalt Concrete Mixture	20.00	42,400	848,000.00	46,942	938,840.00
Asphalt Cement in Mixture	200.00	2,550	510,000.00	3,082	616,400.00
Continuously Reinforced Concrete Pavement	63.30	102,220	6,470,526.00	106,305	6,729,106.50
Reinforced Concrete Pavement	64.00	645	41,280.00	743	47,552.00
Furnish Latex-Modified Concrete	250.00	351	87,750.00	645	161,250.00
On-The-Job Training (P.A. #1A)	0.80	--	--	5,000	4,000.00
Add Temp. Conc. Barrier (P.A. #3B)	15.00	--	--	1,137.50	17,062.50
Comm. Class "C" AC (P.A. #4A)	19.00	--	--	660	12,540.00
Guardrail Type 3 (P.A. #7A)	14.00	--	--	500	7,000.00
Furnish Profilograph Machine (P.A. #12A)	325.00	--	--	16	5,200.00
Additional Compensation for CTB (P.A. #14A)	12,596.41	--	--	100%	12,596.41
Additional Compensation for Cold Plane (P.A. #15A)	0.49	--	--	7,734.70	3,790.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Escalation May (Adj. #4A)	3,587.22	--	--	100%	3,587.22
Asphalt Escalation June (Adj. #6A)	3,532.50	--	--	100%	3,532.50
Asphalt Escalation Aug & Sept. (Adj. #9A)	11,410.65	--	--	100%	11,410.65
Asphalt Escalation Oct. (Adj. #11A)	5,622.84	--	--	100%	5,622.84
Misc. Temp. Work (F.A. #1)	--	--	--	--	18,000.00
Install Cont. Joint (F.A. #2)	--	--	--	--	17,243.92
Class 3 Deck Prep. (F.A. #3)	--	--	--	--	7,638.12
Guardrail Bridge Conn. (F.A. #4)	--	--	--	--	7,000.00
			$8,896.326.00		$9,685,192.66

Increase	$ 788,866.66
Subtotal from Estimate of September 25, 1984	12,465,374.00
Subtotal	$13,254,240.66
Engineering	855,759.34
Total	$14,110,000.00

Length of Roadway ------------------- 11.780 mi.
Cost of Roadway Per Mile ------------ $1,197,792.87

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Paving	$14,110,000.00	$13,012,242.00	$1,097,758.00
Reserve	3,600.00	3,319.00	281.00
Total	$14,113,600.00	$13,015,561.00	$1,098,039.00

Group 1: 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: C09809
Appn Code: 044
Baker Co. = 93%   Union Co. = 7%

RLC:me

9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-188	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-25-84	County Baker & Union
MODIFICATION NUMBER 1		Project Number IR-84-7(6)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,027,145	$ 13,274,600
Federal funds	$ 12,935,832	$ 12,241,835
Other revisions		

This modification is made for the following reasons: to release funds for use on project IR-5-3(131)147.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 25, 1984

Federal-Aid Project No. IR-84-7(6)284

N. Powder-Baldock Slough Section
Old Oregon Trail Highway
Baker and Union Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Paving (Sta. 1190+00 to Sta. 1812+00)

Subtotal on Previous Estimate of May 31, 1984	$12,465,374.00
Engineering	805,626.00
Total	$13,271,000.00

Length of Roadway	11.780 mi.
Cost of Roadway Per Mile	$ 1,126,570.46

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Paving	$13,271,000.00	$12,238,516.00	$ 1,032,484.00
Reserve	3,600.00	3,319.00	281.00
Total	$13,274,600.00	$12,241,835.00	$ 1,032,765.00

Group 1 100%
Contract No.
Prefix: 601-1972 P.E.
Prefix: 601-1017

Baker Co. = 93% Union Co. = 7%

WH:bkb

9809

STATE COPY r

TO BE COMPLETED BY FHWA 6-55	US Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT** 6-6-84	STATE OREGON
		COUNTY BAKER & UNION
		PROJECT NO. IR-84-7(6)284

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

North Powder-Baldock Slough Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-18-84	11.78

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 14,027,145.00	FEDERAL FUNDS $ 12,935,832.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

ByX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Dale E. Wilken
(Division Administrator)

~~For~~: Dale E. Wilken

Date executed by Division Administrator 6-6-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 31, 1984

FEDERAL AID PROJECT NO. IR-84-7(6)284

N. POWDER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY
BAKER AND UNION COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
PAVING (Sta. 1190+00 to Sta. 1812+00)

Mobilization		All Required		$1,150,000.00
Temporary Protection and Direction of Traffic		All Required		20,000.00
Temporary Signs	1,300	Sq. Ft.	10.00	13,000.00
Temporary Barricades	12	Each	100.00	1,200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	9,050	Lin. Ft.	7.00	63,350.00
Temporary Concrete Barriers, Reflectorized	34,700	Lin. Ft.	12.00	416,400.00
Moving Temporary Concrete Barriers	112,000	Lin. Ft.	2.00	224,000.00
Temporary Plastic Safety Markers	30	Each	80.00	2,400.00
Temporary Delineators	35	Each	20.00	700.00
Oversize Advance Construction Signs	2	Each	4,000.00	8,000.00
Sequential Arrow Signs	4	Each	6,000.00	24,000.00
Flaggers	3,000	Hour	15.00	45,000.00
Removal of Structures and Obstructions		All Required		25,000.00
Embankment in Place	8,000	Cu. Yd.	3.00	24,000.00
Reconstruction Earth Mounds	10	Each	200.00	2,000.00
Finishing Roadbed and Slopes		All Required		25,000.00
Watering	3,000	M-Gal.	1.00	3,000.00
Aggregate Shoulders	114,000	Ton	6.75	769,500.00
				$2,816,550.00

ALTERNATE "B"

General Excavation	29,865	Cu. Yd.	6.00	$ 179,190.00
Cold Plane Pavement Removal	23,860	Sq. Yd.	3.00	71,580.00
Cement Treated Base Mixture	67,500	Ton	10.00	675,000.00
Portland Cement in CTB Mixture	3,715	Ton	75.00	278,625.00
Class "C" Asphalt Concrete Mixture	42,400	Ton	20.00	848,000.00
Asphalt Cement in Mixture	2,550	Ton	200.00	510,000.00

Hydrated Lime in Mixture	510	Ton	200.00	102,000.00
Asphalt in Tack Coat	40	Ton	250.00	10,000.00
Continuously Reinforced Concrete Pavement	102,220	Cu. Yd.	63.30	6,470,526.00
Reinforced Concrete Pavement	645	Cu. Yd.	64.00	41,280.00
Pavement Terminal Anchors	954	Lin. Ft.	40.00	38,160.00
Terminal Expansion Joints	567	Lin. Ft.	90.00	51,030.00
		ALTERNATE "B"		$9,275,391.00

Guard Rail, Type 2A	4,345	Lin. Ft.	8.00	$ 34,760.00
Guard Rail Anchors, Type 1	14	Each	300.00	4,200.00
Rail End Pieces, Type C	10	Each	80.00	800.00
Delineators, Type 1	270	Each	20.00	5,400.00
Delineators, Type 4	25	Each	12.00	300.00
Structural Concrete, Class 4000	31	Cu. Yd.	500.00	15,500.00
Class 1 Preparation	8,315	Sq. Yd.	7.00	58,205.00
Class 2 Preparation	85	Sq. Yd.	80.00	6,800.00
Furnish Latex-Modified Concrete	351	Cu. Yd.	250.00	87,750.00
Construct Latex-Modified Concrete Resurfacing	8,315	Sq. Yd.	12.00	99,780.00
Poured Joint Seals	882	Lin. Ft.	9.00	7,938.00
Compressing Joint Seals	172	Lin. Ft.	25.00	4,300.00
				$ 325,733.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 30,000.00
Temporary Pavement Striping	All Required	2,500.00
Remove Pavement Striping (Existing and Temporary)	All Required	1,200.00
Temporary Erosion Control	All Required	10,000.00
On-the-Job Trainees (5 @ $800)	All Required	4,000.00
		$ 47,700.00
	SUBTOTAL ALTERNATE "B"	$12,465,374.00
	Engineering	1,558,171.00
	TOTAL	$14,023,545.00

Length of Roadway --------------------- 11.780 miles
Cost of Roadway Per Mile ------------- $1,190,453.74

RETAIN IN RESERVE

Roadside Seeding and Mulching	All Required	$ 1,200.00
Class 3 Deck Preparation	All Required	2,000.00
	SUBTOTAL	$ 3,200.00
	Engineering	400.00
	TOTAL	$ 3,600.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Paving	$14,023,545.00	$12,932,513.00	$1,091,032.00
Reserve	3,600.00	3,319.00	281.00
TOTAL	$14,027,145.00	$12,935,832.00	$1,091,313.00

Group 1: 100%
Contract No. 9809
Prefix: 601-1972 P.E.
Prefix: 601-10--

Baker Co. = 93% Union Co. = 7%

NONPARTICIPATING
STATE WORK

State Responsibility for Damages	All Required	$20,000.00

CL:WH:pf

9 2 1

files

KASLER CORPORATION

GENERAL ENGINEERING CONTRACTORS

May 25, 1988

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Or 97310

Re: ODOT Contract No. C09809 with
Kasler Corporation/Old Oregon
Trail in Baker County

Dear Sirs:

Our records indicate you are still holding $10,000 in retention on the above referenced contract. To our knowledge all work has been completed and there are no pending claims. Accordingly, we hereby request the immediate release of this retention.

Thank you in advance for your cooperation with this matter.

Yours very truly,

KASLER CORPORATION

R. Barr Brown

R. Barr Brown
Controller

RBB/lad

RECEIVED
JUN 01 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6/23/[illegible] copy to
construction/hwy [illegible]
for handling
-[illegible]

Corporate Headquarters:
27400 EAST FIFTH STREET
HIGHLAND, CALIFORNIA 92346
Telephone (714) 884-4811

Mailing Address:
P.O. BOX 387
SAN BERNARDINO, CALIFORNIA 92402
Lic. No. 204763

7727

March 9, 1988

CON 5 - 9809

The Travelers Indemnity Co.
Surety Department
111 S. W. Fifth, #1600
Portland, OR 97204

Contract No. 9809 awarded to Kasler Corporation for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County was completed on September 21, 1987, and accepted by the State Highway Division on February 19, 1988.

Final payment in the amount of $4,066.08 will be released to the contractor after March 14, 1988. The total contract amount is $13,062,841.23 including $52,083.37 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Corroon & Black Insurance
Services
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Robert D. Hector

9809

C

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

February 26, 1988
IN REPLY REFER TO
HB-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project IR-84-7(6)284
North Powder - Baldock Slough
Old Oregon Trail
Price Agreement No. 22

Mr. Fredrickson's January 25 letter requested approval of a price agreement to settle a claim on the subject project.

We concur that there was an ambiguity in the plans concerning payment for excavation and backfill beyond the edges of the pavement. The quantities of work were established as normal bid item work and payment was made at contract bid prices. Accordingly, we are approving the price agreement.

Sincerely yours,

John T. Price

for Dale E. Wilken
Division Administrator

NOTED
N. E. SCHWARTZ

cc:
OSHD (C. O. Fredrickson, Const) w/P.A. No. 22

RECEIVED
STATE HWY ENGR
FEB 26 '88
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

9809

Contract Payments 378-6594 FILE: CON 5
9809

Manager
Commission Services

February 19, 1988

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9809, On Site Work Substantially Completed November 27, 1985

All Work Completed September 21, 1987

Project North Powder - Baldock Slough

Highway Old Oregon Trail

County Baker

Type of Work Paving

Contractor Kasler Corporation

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 3/9/88

on Mar report

RECEIVED
FEB 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

July 23, 1987

E. Robert Ferguson, President
Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

CON 5

Claim for P.C.C. Pavement Replacement
North Powder-Baldock Slough Section
Old Oregon Trail Highway
Baker County
Contract No. 9809
Project No. IR-84-7(6)284

This is in response to your request for additional compensation for replacement of the portland cement concrete pavement as submitted with your February 10, 1987 letter to Joseph A. Schlieski and presented at the Contract Claims Review Board on June 30, 1987.

The information presented was analyzed by the Claims Review Board and I am denying your claim for the following reasons:

1. The Contractor was responsible for the mix design by specification so any delay this may have caused was your responsibility.

2. The election to start construction of P.C.C. in 1985 rather than in 1984 was yours and forced you into the Fall of 1985 for completion.

3. The cores examined at the meeting on June 30, 1987 showed lack of consolidation throughout the entire thickness of the slab, so there is no assurance that the epoxy injection you proposed would fill the voids satisfactorily.

4. Total replacement of the slab as ordered by the State was appropriate and the only way to assure the taxpayers of Oregon could receive a satisfactory product.

5. Your additional move-in and move-out expense was caused by your own management of the project and not by anything the State required in their specifications, plans or orders by the Engineer.

6. The delay to the 1986 season for removal and replacement was not primarily due to the State's requirement to open the section to traffic on November 15, 1985. Weather at that time of year would not permit this work.

I appreciate your cooperation in replacing the P.C.C. pavement as directed and assuring the taxpayers of Oregon of a sound pavement for the years to come.

Larry Rulien
State Highway Engineer

bc: W. E. Schwartz
C. O. Fredrickson
Gary Potter
R. A. Royer
D. R. Adams
R. C. Pool
T. W. Litchfield
J. L. Sollis
Warren Richards
J. A. Schlieski

LR:jr sl

STATE OF OREGON INTEROFFICE MEMO

TO: Larry Rulien
State Highway Engineer

DATE: July 21, 1987

RECEIVED
STATE HWY ENGR
JUL 22'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OK / R

Robert E. Royer

FROM: Robert E. Royer, Chairman
Contracts Claims Review Board

SUBJECT: Kasler Corporation Claim For
P.C.C. Pavement Replacement
North Powder-Baldock Slough Section
Old Oregon Trail Highway
Baker County
Contract No. 9809
Project No. IR-84-7(6)284

The Contract Claims Review Board met at 9 a.m. on June 30, 1987 in Room 205 of the Transportation Building, at which the above captioned claim was discussed. The following people were present at that meeting:

Representing Kasler Corporation:

E. Robert Ferguson, President
David A. Clayton, Regional Manager
Eugene P. Boisvert, Project Superintendent

Representing Butler-Sealant:

Patrick A. Humphres, Project Manager

Representing the Oregon State Highway Division:

R. E. Royer, Planning Engineer
J. B. Boyd, Right of Way Manager
R. C. Pool, Location Engineer
T. W. Litchfield, Specifications Engineer
O. B. Jackmond, Contract Administration Engineer
Warren Richards, Region Construction Engineer
J. A. Schlieski, Project Manager

Representing the Department of Justice:

Dale K. Hormann, Assistant Attorney General

At this meeting Bob Pool was taking the place of Don Adams on the Claims Review Board.

This meeting had been arranged to discuss the claim as captioned above, but since that time, Kasler filed a claim for "Track Excavation" and another claim for "grinding" that was to involve Mr. Humphres. Since the grinding claim and the track excavation claim had not been reviewed by the Construction Section, the Board referred those to Construction and Region to resolve if possible. Mr. Humphres then left the meeting, since he was not involved in the claim for the P.C.C. pavement replacement.

This contract was awarded to Kasler Corporation on May 18, 1984. Kasler elected to crush aggregate throughout the entire 1984 season and did no paving on the job until May of 1985. The specified completion time was 420 Calendar Workdays, which would run out at the end of August, 1985.

The Contractor was required by a special provision to provide the mix design, and this was done for him by Century West in Bend. The discussion revealed that Kasler had considerable trouble getting a mix design that performed satisfactorily on the job, and 13 mix designs were made before a suitable design was found and used throughout the project. Specifications limited the Contractor to two 16,000-foot stage construction work areas at a time, with at least 16,000 feet between work areas. This required the P.C.C. to be built in four separate stages, and the faulty concrete occurred in the fourth stage of the construction sequence.

The material in question was placed on October 2, 1985, and the first notice of a problem in the area was observed on October 22, 1985, when cracks began to appear. Cores were taken by both the State and the Contractor and revealed unconsolidated concrete. On October 24, 1985 the Contractor was told he would probably have to remove the faulty P.C.C. Kasler had admitted there was a problem and proposed to fix it by injecting epoxy into the cracks and replacing the top four inches of pavement with a latex modified overlay. The State denied this request and on November 11, 1985 ordered the Contractor to remove and replace the faulty pavement.

Inasmuch as the State did not want traffic limited to two lanes through this area over the winter, Kasler was ordered to open the section to traffic on November 15, 1985 and to do the pavement replacement in 1986. Kasler, in an effort to preserve the faulty pavement throughout the winter, epoxy injected some of the cracks on his own initiative.

During the winter of 1985-86 Kasler and the State exchanged correspondence, with Kasler making numerous offers to correct the existing pavement, but resisting total replacement. The State refused to accept anything but total replacement of the faulty pavement.

In May of 1986, the Contractor hired Muenow & Associates, Inc., who made a non-destructive evaluation of the faulty pavement, and a copy of Richard Muenow's report was presented by the Contractor at the meeting. This report states: "... maximum consolidationof the concrete was not attained...." in certain areas that "...were characterized by random entrapped air 'bubbles', a majority of which were noninterconnecting having a maximum dimension of 3/8-inch in any one direction. Most 'bubbles' were less than 1/4-inch." The report further states: "Cracks, visible on the surface, had a maximum width of 10 mils and a depth of 1 to 2 inches. The origin of these cracks is unknown; however, repair of such cracks with epoxy injection is common practice and usually results in a 'stronger' pavement than the original design." Muenow's conclusion states: "Our experience with evaluation and repair of Interstate highways and bridges, indicates that this portion of I-84 may display deficiencies, but could be restored to original design criteria with common present day restoration techniques."

Cores presented at the meeting taken by both the Contractor and the State indicated the cracks were through the entire 10-inch slab and had some voids larger than the 3/8-inch mentioned in the Muenow report. The concrete was porous and appeared not to have been properly vibrated. The porosity appeared throughout the thickness of the slab, although the larger voids were limited to the top 2 or 3 inches of the slab. The report indicated and the cores proved, the majority of the 'bubbles' were "noninterconnecting," so there could be no guarantee that an epoxy injection would satisfactorily fill all of the voids in the slab. Therefore, the State insisted upon removal and replacement of 460 linear feet of P.C.C. slab, 26-feet wide, in the eastbound lanes between Stations 1557+16 and 1561+76.

The Contractor moved on the project again in May of 1986 and removed and replaced the faulty pavement in June of 1986. He then submitted a claim for $256,982.64 for the additional costs incurred for this work.

Kasler claimed that their proposed method of rehabilitation would have cost about $35,000, and if they had been able to remove and replace the faulty pavement without another move-out, move-in cost, it would have cost them between $25,000 and $50,000.

OSHD people insisted that the Contractor, by his own election to not perform any paving work in 1984,forced himself into a tight time line in the 1985 season. When work was completed in October of 1985, it was too late in the season to satisfactorily remove and replace the P.C.C. The State held the position that the unsatisfactory concrete had to be removed and replaced because the epoxy injection would not guarantee integrity of the slab throughout the area of concern.

The Review Board Then Concluded:

1. The Contractor was responsible for the mix design by specification, so any delay this may have caused was his responsibility.
2. The election to start construction of P.C.C. in 1985, rather than 1984, was the Contractor's and probably forced him into the Fall of 1985 for completion.
3. The cores examined at the meeting show lack of consolidation throughout the entire thickness of the slab, so there was no assurance that epoxy injection would fill the voids satisfactorily.
4. Total replacement of the slab, as ordered by the State, was appropriate and the only way to assure the taxpayers of receiving a satisfactory product.
5. The Contractor's additional move-in and move-out expense was caused by his own management of the project, and not by anything the State required in their specifications, plans, or orders by the Engineer.
6. The delay to the 1986 season for removal and replacement was not primarily due to the State's requirement to open the section to traffic on November 15, 1985. Weather at that time of year would not permit this work.
7. Therefore, we recommend the claim be denied in its entirety.

A suggested draft of a letter to the Contractor is attached for your consideration.

RR:TL:jr

cc: D. R. Adams
R. C. Pool
D. K. Hormann

9809

April 8, 1987

CON 5 - #9809

Gleaves Swearingen Larsen & Potter
Law Offices
P.O. Box 1147
Eugene, OR 97440

We have received a letter dated March 4, 1987, with attached invoices from Romero/Cabrera Sign Construction Company and Cabrera Construction Inc. filing a claim against the following Highway Division contract:

FILED BY: Romero/Cabrera Sign Construction Company and Cabrera Construction Inc.

AMOUNT: $19,116.85

FOR: Labor and materials

AGAINST (PRIME CONTRACTOR): Kasler Corporation

CONTRACT NO.: 9809

PROJECT: North Powder-Baldock Slough Section, Old Oregon Trail, Baker County

SURETY: The Travelers Indemnity Company

AGENT: Corroon & Black Insurance Services

Please advise this office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black Insurance Services
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Company
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

bc: Bryant Jackmond

FKN:cc

NOTED ON CARD
4-8-87 cc

LAW OFFICES
GLEAVES SWEARINGEN LARSEN & POTTER

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
WILLIAM H. MARTIN

MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
JOSEPH W. WEST
GREGORY E. PRICE
JENNIFER L. COOK

OF COUNSEL
RONALD W. HUSK

975 OAK STREET, EIGHTH FLOOR
EUGENE, OREGON 97401
TELEPHONE
(503) 686-8833
CORRESPONDENCE
P.O. BOX 1147
EUGENE, OREGON 97440
TELECOPIER
(503) 342-3638

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER (1905-1981)

RECEIVED
MAR 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 4, 1987

CERTIFIED MAIL--
RETURN RECEIPT REQUESTED

Oregon Secretary of State
State Capitol Building
Salem, OR 97310

Kasler Corporation
Attn: P. J. McDermott
P. O. Box 387
San Bernardino, CA 92402

✓ Department of Transportation
Transportation Building
Salem, OR 97310

Corroon & Black Ins. Services
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Company
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

Re: Contract No. 9809; North Powder-Baldock Slough Section, Old Oregon Trail, Baker County

Dear Sirs:

Notice is hereby given that the undersigned, Romero/Cabrera Sign Construction Company, and Cabrera Construction Inc., have a claim for labor and materials described in Exhibit "A" attached hereto by Cabrera Construction Inc. and its predecessor Romero/Cabrera Construction Co. in the sum of $19,116.85 against the bond taken from Kasler Corporation and The Travelers Indemnity Company for the work of Kasler on ODOT Contract 9809, North Powder-Baldock Slough I-85. Such material or labor was supplied to Kasler Corporation, P. O. Box 387, San Bernardino, CA 92402. This claim amends that letter bond claim referenced in the Department of Transportation letter dated August 5, 1986, a copy of which is attached hereto as Exhibit "B".

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, President
Cabrera Construction Inc.

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Romero/Cabrera Sign
Construction Company

smm
Enclosures

CABRERA CONSTRUCTION INC.
865 Conger St. #17, Eugene, OR 97402 PH. 343-2506

File Copy

May 13, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

RE: Request for Payment, North Powder/ Baker Project.

DESCRIPTION	UNIT	PRICE	AMOUNT
Temporary Signs	872 sq.ft.	$ 12.00	$ 10,464.00
Flashers- Rental, mounted on signs.	8/ea.	60.00	480.00
Temporary Barricades, Type II	4/ea.	45.00	180.00
Flashers (extra)	6/ea.	147.00	882.00
Sequential Arrow- Rental for 10 days.	3/ea.	50.00/dy.	1,500.00
Cones- Rental	85/ea.	8.50	722.50
Batteries- R.V. rental 10 days	3/ea.	18.00	54.00
Flags (18"x 18")	24/ea.	2.45	58.80
Barrels	20/ea.	40.00	800.00
	Balance Due-		$ 15,141.30
	Less 5% Retainage-		757.07
	Balance Due-		$ 14,384.23

Set-up 4-Lane Closure, on Portables. Installed and Removed.

RECEIVED
MAR 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Alfonso V [illegible]

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

Exhibit "A-1"

CABRERA CONSTRUCTION INC.
3430 W. 11th, Eugene, OR 97402

July 11, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

ATTN: Ruth Murphy

RE: North Powder/Baker
Request for payment.

Description		
Delivered 5/6/86 (previously billed for 10 days) 1-Sequential Arrow 5/16/86-6/27/86	49 days at $50.00/day	$2,450.00
Delivered 5/7/86 (previously billed for 10 days) 1-Sequential Arrow 5/17/86-6/7/86	21 days at $50.00/day	1,050.00
	Subtotal	$3,500.00

Costs to replace items lost, stolen, or not returned from job site at time of breakdown are as follows:

Description	Unit	Price	Amount
Signs:			
2-Construction Speed 45 4'x5'	60sq.ft.	$ 5.00	$ 300.00
2-Right/Left (rider)	2sq.ft.		10.00
1-Right Lane Closed Ahead 4'x4'	16sq.ft.		80.00
5-Left Lane Closed Ahead 4'x4'	80sq.ft.		400.00
4-ABRUPT Edge 4'x4'	64sq.ft.		320.00
Cones	14/ea.	12.50	175.00
Barricades, Type II	3/ea.	45.00	135.00
Battery, RV	1/ea.	47.50	47.50

	$1,467.50
Sequential Arrow Subtotal	3,500.00
Amount Due:	$4,967.50
Less 5% Retainage:	234.88
Balance Due, this bill:	$4,732.62

RECEIVED
MAR 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BILL #2

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

Exhibit "A-2"

98

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

Final Report

PROJECT NAME (SECTION) NORTH POWDER - BALDOCK SLOUGH		WEEK ENDING ~~01-17-87~~ 01-24-87 CONTRACT NO 09809
HIGHWAY OLD OREGON TRAIL	COUNTY BAKER	F A PROJECT NO IR-84-7(6)-284
CONTRACTOR KASLER CORPORATION	KIND OF WORK PAVING	DATE OF AWARD 05-18-84
PROJECT AUTHORIZATION CURRENT AUTHORIZATION $ 14,049,645.75 ESTIMATED PROJECT COST $ 14,049,645.75 ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %	**ENGINEERING** AUTHORIZATION $ 999,085.92 COST THIS WEEK $ 2,681.55 TOTAL TO DATE $ 760,741.69 PERCENT OF AUTHORIZATION 76 %	FIRST NOTIFICATION DATE 08-03-84 ESTIMATED DATE OF COMPLETION, OR 07-01-86 SECOND NOTIFICATION DATE AND 11-27-85

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	461	451.5	97	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
01-31-87

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:

SUBMITTED SEMI-FINAL 1/24/87

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
CLAIM PENDING ON PCC REPAIR.

Joseph A. Schlieski
PROJECT MANAGER (SIGN)
JOSEPH A. SCHLIESKI

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CHAPTER 526

AN ACT

HB 2637

Relating to public contracts; creating new provisions; and amending ORS 279.526, 279.528 and 279.536.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 279.526 is amended to read:

279.526. A person claiming to have supplied labor or materials for the prosecution of the work provided for in the contract, including any person having direct contractual relationship with the contractor furnishing the bond or direct contractual relationship with any subcontractor, or an assignee of such person, or a person claiming moneys due the State Accident Insurance Fund Corporation, the State Department of Employment Trust Fund or the Department of Revenue in connection with the performance of the contract, has a right of action on the contractor's bond, cashier's check or certified check as provided for in ORS 279.029 [*if the person or the person's assignee has presented and filed a notice of claim, as prescribed in ORS 279.528, prior to the expiration of six months immediately following the acceptance of the work by the affirmative action of the public body which let the contract.*] **only if:**

(1) The person or the assignee of the person has not been paid in full; and

(2) The person gives written notice of claim, as prescribed in ORS 279.528, to the contractor and the Secretary of State, if the contract is with a state agency, or the clerk or auditor of the public body which let the contract if the public body is other than a state agency.

SECTION 2. ORS 279.528 is amended to read:

279.528. **(1)** The [*notices*] **notice of claim** required by ORS 279.526 shall be [*presented to and filed with the Secretary of State or the clerk or auditor of the public body which let the contract*] **sent by registered or certified mail or hand delivered no later than 120 days after the day the person last provided labor or furnished materials. The notice may be sent or delivered to the contractor at any place the contractor maintains an office, conducts business or at the residence of the contractor.**

(2) Notwithstanding subsection (1) of this section, if the claim is for a required contribution to a fund of any employe benefit plan, the notice required by ORS 279.526 shall be sent or delivered within 150 days after the employe last provided labor or materials.

[*(2)*] **(3)** The notice shall be in writing substantially as follows:

To (here insert Secretary of State or the name of the public body **and contractor**):

Notice hereby is given that the undersigned (here insert the name of the claimant) has a claim for (here insert a brief description of the labor or materials performed or furnished and the person by whom performed or furnished; if the claim is for other than labor or materials, insert a brief description of the claim) in the sum of (here insert the amount) dollars against the bond taken from (here insert the name of the principal and, if known, the surety or sureties upon the bond) for the work of (here insert a brief description of the work concerning which the bond was taken). **Such material or labor was supplied to (here insert the name of the contractor or subcontractor).**

------------(here to be signed)

[*(3)*] **(4)** The notice shall be signed by the person making the claim or giving the notice.

SECTION 3. ORS 279.536 is amended to read:

279.536. (1) A person who has a **right of action on the bond pursuant to ORS 279.526 and, where required,** who has filed and served the notice or notices of claim, as required under ORS 279.526 and 279.528, or that person's assignee, may institute an action on the contractor's bond, cashier's check or certified check as provided for in ORS 279.029 in the circuit court of this state or the federal district court of this district.

(2) The action shall be on the relation of the claimant, or that person's assignee, as the case may be, and shall be in the name of the public body which let the contract. It may be prosecuted to final judgment and execution for the use and benefit of the claimant, or that person's assignee, as the fact may appear.

(3) The action must be instituted no later than [*two years after the acceptance of the work by the affirmative action of the public body which let the contract*] **the expiration of two years after the person last provided labor or materials.**

SECTION 4. The amendments to ORS 279.526, 279.528 and 279.536 by sections 1, 2 and 3 of this Act, respectively, shall apply to public contracts executed on or after the effective date of this Act.

Approved by the Governor July 10, 1985

Filed in the office of Secretary of State July 15, 1985

CHAPTER 527

AN ACT

HB 2609

Relating to insurance.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this Act is added to and made a part of the Insurance Code.

Lay & Osborn Drilling & Blasting
P O Box 352
Baker, Ore 97814

Department of Transportation
State Highway Dept.
Salem, Ore 97310

Re: Contract No. 9809 I 84 Baker Co.
Prime Contractor Kasler Corp.

Dear Sir:

On January 30, 1985 completed the drilling and blasting on the above project, as sub-contractors of J. C. Compton Co.

To date we have not received any of the amount retained ($5,108.17) as per last estimate which a copy of is enclosed.

We are writing this letter as a safe guard to ensure us not losing out when the last estimate is released by your office.

Thanking your we are

Yours Truly

Sam Lay

Lay & Osborn Drilling & Blasting

RECEIVED

J. C. COMPTON CO.

Highway Construction – General Contractor

P. O. Box ~~xx~~ 768 McMinnville, Ore. 97128

Phone (503) 472-4155

ESTIMATE 6

[illegible] Lay & Osborn

[illegible] PO [illegible]

[illegible], OR 97814

Project Rock Crushing

Contract No. 9809

Location Magpie Quarry

For work performed from ________, to and including March 5, 1985

	ITEM	TOTAL QUANTITIES TO DATE	UNIT PRICE	TOTAL AMOUNT TO DATE	PREVIOUS AMT.	PRESENT AMT.
	Rock Drilled and Shot	261,957.6	.39	102,163.46	101,484.86	678.6

RECEIVED
JAN 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Amount Paid $ 6078.18 (Est #5 #6)	Totals Earned	102,163.46	101,484.86	[redacted]0
Check No. 38084	% Retained	(5,108.17)	(5,074.24)	([redacted]3
Date 5-14-85	Total Payments	97,055.29	96,410.62	[redacted]7
	LESS: Backcharges (Wages) [redacted]			—
Approved by ________	Due Subcontractor this estimate			~~644~~.67

9509

January 14, 1987

CON 5 - 9809

Lay & Osborn Drilling & Blasting
P. O. Box 352
Baker, OR 97814

We have received your recent letter in which you inquire about the last estimate release on Contract No. 9809.

In checking with our Construction office, the project is substantially complete. It appears that all that remains is the necessary paperwork to finalize the project. However, until the paperwork is complete, the project will not be accepted by the State and final payment will not be made.

It is the State's policy not to withhold payment from the prime contractor unless requested by the surety.

Under Oregon law, you can file a claim for unpaid labor and material. The claim should be sent direct to the Secretary of State, 141 Capitol Building, Salem, OR 97310, and to the contractor with a copy to our office. Our address is 121 Transportation Building, Salem, OR 97310. We are attaching a copy of the law which outlines the filing procedure.

Fran Neavoll
COMMISSION SERVICES

azm

Attachment

9109

November 14, 1986

CON 5 - 9809

Oregon Laborers-Employers
Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Thank you for your release dated October 30, 1986, of a claim for fringe benefits filed June 4, 1986. The claim was in the amount of $7,083.24 which includes liquidated damages of $683.35 and interest of $338.10.

This is in reference to Contract No. 9809 awarded to Kasler Corporation for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records, and we will advise the surety, agent, and contractor.

Fran Neavoll
COMMISSION SERVICES

FKN:slp

cc: The Travelers Indemnity Co.
Surety Department
111 SW Fifth #1600
Portland, OR 97204

Corroon and Black Ins. Services
P. O. Box 8699
Portland, OR 97207

Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

bc: Secretary of State: Filed 6-30-86; CL 1986-0240

bbc: Bryant Jackmond

NOTED ON CARD
11-14-86 slp

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM ON PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS releases the claim for fringe benefits filed June 4, 1986 on which Kasler Corp. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and Travelers Indemnity is the surety, for that project known as N. Powder-Baldock Slough.

Project #9809

DATED: 10/30/86

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By

Fred A. Hughes
Trust Coordinator
2929 NW 31st Ave.
Portland, OR 97210

227-6012

cc: Secretary of State
John Widmer
Herbert B. Galton
Kasler Corp. c/o P. J. McDermott
The Travelers Companies
Butler-Sealant
Hartford Accident & Indemnity Co.
Mary Ellen Hanley

RECEIVED
NOV - 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7809 CL 1986-0265

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 8 1986
BARBARA ROBERTS
SECRETARY OF STATE

August 5, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9809

Cabrera Construction Company
3430 W. 11th
Eugene, OR 97402

We have received your letter dated July 23, 1986, with supporting documentation, filing a claim against the following Highway Division contract:

FILED BY:	Cabrera Construction Inc.
AMOUNT:	$19,116.85 (total of billings dated 5-13 & 7-11-86)
AGAINST (PRIME CONTRACTOR):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. As requested, we are attaching a copy of your July 11, 1986 letter.

RECEIVED
AUG 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

George Bell
Assistant Director

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black Ins. Svcs.
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Company
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

NOTED ON CARD
8-13-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

**CABRERA
CONSTRUCTION INC.**

3430 W. 11th, Eugene, OR 97402

July 23, 1986

Commission Services
121 Transportation Bldg.
Salem, OR ~~97402~~ 97310
ATTN: Bob Gromson

RE: North Powder - Oregon Trail Contract #980~~8~~9
Request for Aid, in demanding payment.

Dear Sir,

In late July and early August 1985, Cabrera Construction Company performed work for Kasler Corporation (of San Bernardino, CA), on the above named project. We received checks dated 8/8/85 and 9/17/85, which were payable to Romero/Cabrera Sign Co. and Foress Sign Co. without Mr. Cabrera's permission or knowledge. Copies of those checks are enclosed in a letter dated May 13, 1986. Mr. Cabrera did not deposit those checks in the company account at that time. He believed that his compay was being used as a minority "front" and was apprehensive that Foress Sign Co. was involving Romero/Cabrera Sign Co. in improper contracting practices.

In October of 1985, Mr. Cabrera contacted his attorney, James M. Brown of Salem, and the Oregon Department of Transportation. Mr. Brown contacted the Division Administrator at the Department of Justice in Salem, OR, in regards to this matter. At Mr. Brown's direction, Mr. Cabrera forwarded the uncashed checks to his office for investigative purposes.

Enclosed please find a letter from Mr. Brown dated April 28, 1986, showing that he was returning the checks to Cabrera Construction Co. (formerly known as Romero/Cabrera Sign Co.). On May 13, 1986, a letter was sent to Kasler Corporation (enclosed), requesting a name change and requesting that they reissue the checks in the name of Cabrera Construction Co. The checks were returned to Kasler Corporation in that letter.

The project was delayed due to weather conditions. In early May of 1986, Cabrera Construction Co. was contacted by Gene of Kasler Corporation that the project would resume and signs needed to be installed on the project by us. Gene assured us that they would need signs for 10 days only, and these signs were there for 2 months. He also assured us that we would be paid for the work we performed. We arrived at the job site on May 6, 1986, performed the work necessary, and submitted a bill to Kasler Corporation dated May 13, 1986 (enclosed), for $15,141.30. In early June our Office Manager, Debbie Cortez, called Kasler Corporation with regards to when we might be receiving a payment for the work performed and billed May 13, 1986. Debbie spoke with Ruth Murphy, the

Accounts Payable clerk for Kasler Corporation. Ruth Murphhy informed Debbie that the records showed a negative balance of $957.15, owed to them by us, and there was no sign of our billing on file.

On June 5, 1986, Debbie wrote a letter to Kasler Corporation, attn: Ruth, enclosing a copy of the billing and a file copy of the checks that were sent back to them uncashed and unendorsed. In adding the amounts of the checks returned, Debbie found the total to be the same as the negative balance Kasler Corporation's records showed being due by Cabrera Construction Co. As stated before, these checks had not been endorsed, deposited, or cashed by Cabrera Construction Co.

As of this date we have not received a payment from Kasler Corporation. We don't feel they have reason to withhold payment from us for the work we performed. Nor should we be held responsible for the negative balance, as those checks were not cashed and the money wasn't deducted from their account.

Due to such short notice of the start up, we had to order signs we didn't have in stock at the time and we rented 2 Sequential Arrows. We also had to purchase 16 - 8 inch Flashers, 8 of which were sold to Kasler Corporation at the request of Gene. As you can see, we have gone in debt for this project, with our manufacturers and supply companies.

Your help in collecting the money owed us by Kasler Corporation would be greatly appreciated, as would any information you may be able to offer us in regards to this matter.

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Cabrera Construction Co.

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enclosures
CC:File
Kasler Corporation
Thomas Jones, Hwy. Division-Contact for more information, RE:Foress.
Traveler's Insurance Company
James Brown-Attorney
A.G.C. of Oregon & California
Senators: Dole, Hatfield, Packwood
Govenor Atiyeh
Hispanic Commission of Oregon

7/29/86 called Cabrera
re amt of claim.
Cabrera said total
of May 13 & July 10, 1986
billings attached -
Fran

CABRERA CONSTRUCTION INC.
3430 W. 11th, Eugene, OR 97402

July 11, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

ATTN: Ruth Murphy

RE: North Powder/Baker
Request for payment.

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Description		
Delivered 5/6/86 (previously billed for 10 days)		
1-Sequential Arrow		
5/16/86-6/27/86	49 days at $50.00/day	$2,450.00
Delivered 5/7/86 (previously billed for 10 days)		
1-Sequential Arrow		
5/17/86-6/7/86	21 days at $50.00/day	1,050.00
	Subtotal	$3,500.00

Costs to replace items lost, stolen, or not returned from job site at time of breakdown are as follows:

Description	Unit	Price	Amount
Signs:			
2-Construction Speed 45 4'x5'	60sq.ft.	$ 5.00	$ 300.00
2-Right/Left (rider)	2sq.ft.		10.00
1-Right Lane Closed Ahead 4'x4'	16sq.ft.		80.00
5-Left Lane Closed Ahead 4'x4'	80sq.ft.		400.00
4-ABRUPT Edge 4'x4'	64sq.ft.		320.00
Cones	14/ea.	12.50	175.00
Barricades, Type II	3/ea.	45.00	135.00
Battery, RV	1/ea.	47.50	47.50

	$1,467.50
Sequential Arrow Subtotal	3,500.00
Amount Due:	$4,967.50
Less 5% Retainage:	234.88
Balance Due, this bill:	$4,732.62

BILL #2

CABRERA CONSTRUCTION INC.
3430 W. 11th, Eugene, OR 97402

File Copy

July 10, 1986

Gaynet E. Melsheimer
16675 S.E. Bush
Portland, OR 97236

Dear Gay,

Enclosed please find a check for $1200.00. As of yet we haven't received payment from Kasler. We are not going to pay for the rental of one arrow because it didn't work from the beginning.

One Arrow, 26 days in May, 27 days in June, Total 53 days at $30.00/day=	$1,590.00
Signs	328.50
Total Due:	$1,918.50
Less Payment:	1,200.00
Balance Due:	$ 718.50

Thank you for your patience.

Sincerely,

Alfonso V. Cabrera
Cabrea Construction Co.

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HONE MEMO

M Tom

OF Hamilton

[redacted] EXTENSION

MESSAGE

He'll call you tomorrow morn.
around 8:00.

SIGNED Katie

PHONED ☒ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☒ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Alfonso

DATE 7/2/86 TIME 1:15 AM PM

FROM M Steve Sell

OF D & D Paving

AREA CODE NUMBER [redacted] EXTENSION

MESSAGE

Please call 1st thing in the morning.
RE: Sign prices. Please have original bid
and amended bid by phone when you call.

SIGNED Katie

PHONED ☒ CALL BACK ☒ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Alfonso

DATE 7/2/86 TIME 1:40 AM PM

FROM M Gene

OF Kaster

AREA CODE NUMBER [redacted] EXTENSION

MESSAGE

Please call ~~1st thing in the morn.~~
~~RE: Sign prices. Please have original bid~~
~~and amended bid by phone when you~~
~~call~~

SIGNED Katie

PHONED ☒ CALL BACK ☒ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Alfonso

DATE 7/2/86 TIME 2:15 AM PM

FROM M Tom

OF Coral Sales

AREA CODE NUMBER [redacted] EXTENSION

MESSAGE

Will call again Thurs. morn.
RE: prices on lumber

SIGNED Katie

PHONED ☒ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☒ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE MEMO

[illegible] Jell
OF D&D

MESSAGE 362-2461

SIGNED

PHONED ☒ CALL BACK ☒ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO LAZAR
DATE
TIME AM PM
FROM M
OF
AREA CODE NUMBER
EXTENSION

MESSAGE NO.

SIGNED

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Leo
DATE June 28/86
TIME 11:45 AM PM
FROM Max Curry
OF Portland
AREA CODE NUMBER
EXTENSION

MESSAGE
Needs two more Street Closed
48x 30

SIGNED

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

RECEIVED
JUL 28 1986
SERVICES
OF TRANSPORTATION

PHONE MEMO

TO Alfonso
DATE 7/1/86
TIME 9:00 AM PM
FROM M Gene
OF Kasler
AREA CODE NUMBER 3-6114
EXTENSION

MESSAGE
RE: Removal of signs next Tuesday
Please call back Wed. morn (7-2-86)

SIGNED Katie

PHONED ☒ CALL BACK ☒ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

SS

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531

6-19-86 | 43189

THE HOME OF
DUR-O-LINE MARKERS

SHIP TO SAME AS SOLD TO UNLESS NOTED BELOW

SHIP TO

SOLD TO
CABRERA CONST
950 E 37TH
EUGENE, OR 97405

SHIPPED VIA

FOB POINT OF SHIPMENT, PORTLAND, OREGON, OR

TERMS: NET 30 DAYS.

OUR JOB NO.	CUSTOMER NO.	CODE	CUSTOMER P.O. NO.	SALES CODE	DATE ENTERED	EST. SHIPPING DATE	P. PD.	P. PD. BILL	COLL.
1580	3498			TOM/CJH					

ITEM NO.	QUANTITY ORDERED	SHIPPED	BACK ORD.	PRODUCT CODE	DESCRIPTION	UNIT PRICE	AMOUNT
					PREPAID GREYHOUND CHARGES PER ATTACHED		$20.15

N. Powder / Baker

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAYMENT AFTER DUE DATE WILL BE SUBJECT TO A SERVICE CHARGE AT THE RATE OF 24% PER ANNUM.
PLEASE PAY FROM INVOICE – NO STATEMENT SENT UNLESS REQUESTED.

LAST AMOUNT IN THIS COLUMN IS TOTAL

Claims on account of this invoice must be made within 5 days after receipt of goods. No goods to be returned without our permission.

Pacific Northwest's Leading Manufacturer
and Distributor of
HIGHWAY AND STREET SIGNS – TRAFFIC AND SAFETY DEVICES

We certify that all goods covered by this invoice were produced in accordance with the requirements of the Fair Labor Standards Act of 1938, as amended.

HONE MEMO

M

NUMBER

OF

EXTENSION

MESSAGE JACK HAMILTON - WILL
CALL YOU EITHER HERE
OR AT HOME TOMORROW

SIGNED FLATO

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO ALFONSO

DATE 6/6

TIME 9:21 AM ~~PM~~

FROM M

AREA CODE NUMBER

OF

EXTENSION

MESSAGE MICHELLE GRAHAM -
FLAGGING JOB
687-1639

SIGNED FLATO

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Gene

DATE

TIME AM PM

FROM M

AREA CODE NUMBER

OF

EXTENSION

MESSAGE Call Gene 6/7/86
if need to pick-up
ARROW - 2 or 3 NO ANSWR.
Al.

SIGNED

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE MEMO

TO ALFONSO

DATE 6/9

TIME 12:10 AM ~~PM~~

FROM M JOE CHOPOT

AREA CODE NUMBER

OF

EXTENSION

MESSAGE 683-1670.

SIGNED FLATO

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

CABRERA
CONSTRUCTION INC.
865 Conger St., Eugene, OR 97402

June 5, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA

ATTN: Ruth

RE: Request for payment and request for check re-issuing, North Powder/Oregon Trail.

Dear Ruth,

Enclosed please find copies of billings and a letter requesting a name change, with checks that needed to be paid to Cabrera Construction Company for work performed.

The billing is for work recently performed by Cabrera Construction as per request of Gene. We helped to install and set-up lane closure, as only one man was on the job site at the time and was unable to do all the work himself.

All work on this project has been performed by Cabrera Construction, not Forress Sign Co. Your cooperation in clearing this matter will be greatly appreciated. Please feel free to contact us regarding any problems you might have.

Sincerely,

Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Cabrera Construction Company

CC:File

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

TRAFFIC SAFETY SUPPLY CO.

SS

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

May 15, 1986

Cabrera Construction
950 E. 37th
Eugene, Oregon 97405

Re: North Powder - Oregon Trail
Contract # 9809
Prime: Kasler Corp.

This will certify that all Materials and Fabrication of signs, were manufactured in accordance with the State of Oregon standard specifications and meets or exceeds the specifications for this project..

Supplied to you on our Invoice #42384 dated 5/5/86.

TRAFFIC SAFETY SUPPLY CO.

Dick Parson)
Vice President) or other Co. official

DP/jh

[illegible]N 5 1986

Re
file
under
Kasler Corp.

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

File cy

CABRERA CONSTRUCTION INC.

865 Conger St. #17, Eugene, OR 97402 PH. 343-2506

May 13, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

RE: Name Change and Checks Issued.

Please take note, we have changed our name from Romero/Cabrera Sign Co. to Cabrera Construction Inc. The State has been informed of this change. Make all Payments to Cabrera Construction Inc. in the future.

Enclosed please find checks issued to Romero/Cabrera Sign Co. and Forress Sign Co. Please re-issue these checks in the name of Cabrera Construction Inc., ONLY. As we have been operating under this name for over 1 year.

Please inform us as to when the signs are to be picked-up & cleaned-up, on the North Powder/Baker Project.

Sincerely,

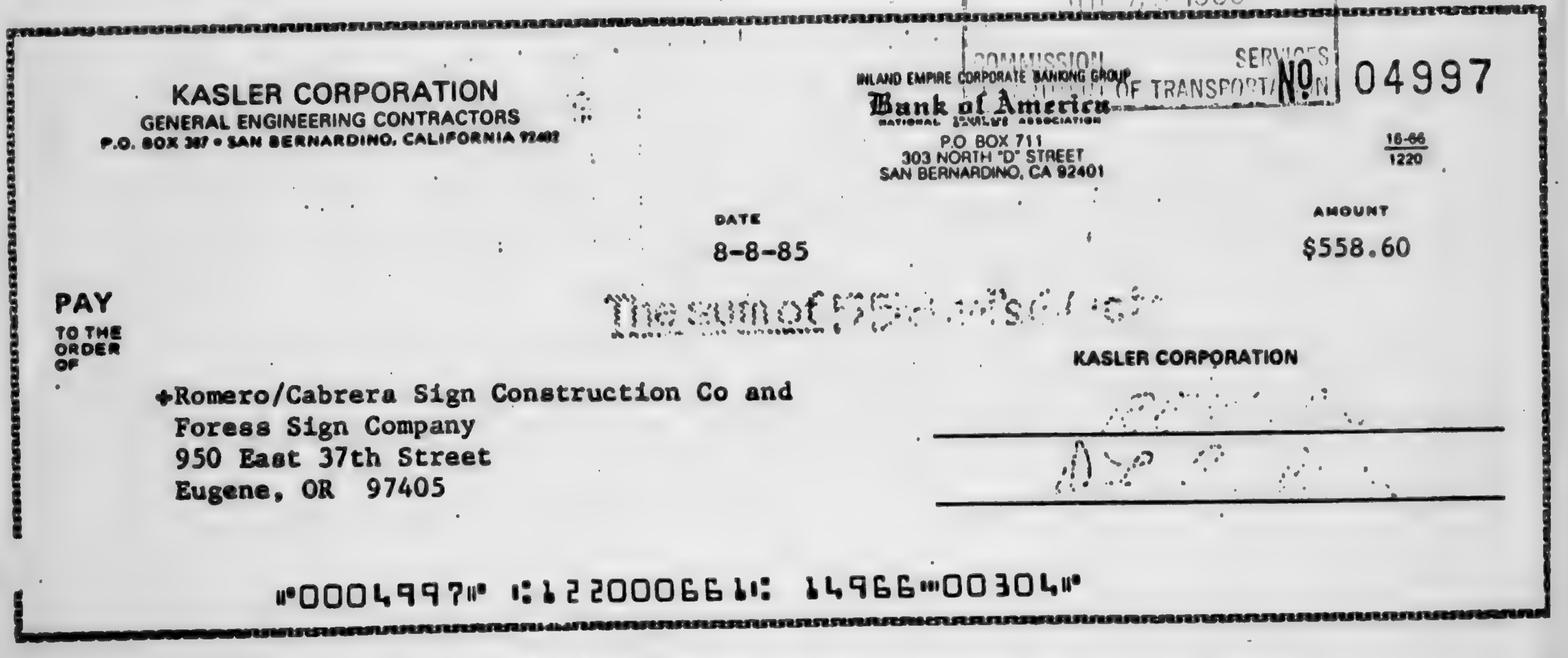
Alfonso V. Cabrera

Alfonso V. Cabrera, Owner
Cabrera Construction Inc.

Enclosure

cc: File

RECEIVED
JUL 28 1986
COMMISSION SERVICES
OF TRANSPORTATION



KASLER CORPORATION
GENERAL ENGINEERING CONTRACTORS
P.O. BOX 387 • SAN BERNARDINO, CALIFORNIA 92402

INLAND EMPIRE CORPORATE BANKING GROUP
Bank of America
NATIONAL SAVINGS ASSOCIATION
P.O BOX 711
303 NORTH "D" STREET
SAN BERNARDINO, CA 92401

NO. 04997

16-66
1220

DATE
8-8-85

AMOUNT
$558.60

The sum of 55[illegible]

PAY TO THE ORDER OF

Romero/Cabrera Sign Construction Co and
Foress Sign Company
950 East 37th Street
Eugene, OR 97405

KASLER CORPORATION

⑈0004997⑈ ⑆122000661⑆ 14966⑈00304⑈

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

AN BERNARDINO, CALIFORNIA 92402 021733

021733

VENDOR 41045 ROMERO/CABRERA SIGN					
INVOICE NO.	DATE	GROSS AMOUNT	RETENTION	DISCOUNT	NET AMOUNT
072485	07/24/85	-2,087.22	.00	.00	-2,087.22
230811	08/05/85	2,616.60	130.83	.00	2,485.77
	TOTALS	529.38	130.83	.00	398.55

KEEP TOP PORTION FOR YOUR RECORDS

KASLER CORPORATION
P.O. BOX 387
SAN BERNARDINO, CA 92402

INLAND EMPIRE CORPORATE BANKING GROUP
Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION
P.O. BOX 711
303 NORTH "D" STREET
SAN BERNARDINO, CA 92401

021733

16-66
1220

CHECK	DATE	AMOUNT
021733	09/17/85	$********398.55

PAY EXACTLY THREE-HUNDRED NINETY-EIGHT AND 55/100 DOLLARS

TO THE ORDER OF
ROMERO/CABRERA SIGN
CONSTRUCTION COMPANY & Forress Sign Company
950 E 37TH STREET
EUGENE OR 97405

⑈021733⑈ ⑆122000661⑆ 14966⑈00304⑈

KASLER CORPORATION P.O. BOX 387 • SAN BERNARDINO, CA. 92402

DATE	REFERENCE	AMOUNT	REMARKS
7-5-85	230711	558.60	G/L

RECEIVED
JUL 28 1986

dr

PLEASE DETACH THIS REMITTANCE ADVICE BEFORE DEPOSITING CHECK

CABRERA CONSTRUCTION INC.

865 Conger St. #17, Eugene, OR 97402 PH. 343-2506

file copy

May 13, 1986

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

RE: Request for Payment, North Powder/ Baker Project.

DESCRIPTION	UNIT	PRICE	AMOUNT
Temporary Signs	872 sq.ft.	$ 12.00	$ 10,464.00
Flashers- Rental, mounted on signs.	8/ea.	60.00	480.00
Temporary Barricades, Type II	4/ea.	45.00	180.00
Flashers (extra)	6/ea.	147.00	882.00
Sequential Arrow- Rental for 10 days.	3/ea.	50.00/dy.	1,500.00
Cones- Rental	85/ea.	8.50	722.50
Batteries- R.V. rental 10 days	3/ea.	18.00	54.00
Flags (18"x 18")	24/ea.	2.45	58.80
Barrels	20/ea.	40.00	800.00
	Balance Due-		$ 15,141.30
	Less 5% Retainage-		757.07
	Balance Due-		$ 14,384.23

Set-up 4-Lane Closure, on Portables. Installed and Removed.

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JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Alfonso V. Cabrera

Road construction signs and traffic safety control • Commercial and industrial building
Bridge and concrete work • Custom cabinets, doors, and other items

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR DIVISION

PAYROLL

(For Contractor's Optional Use; See Instruction, Form WH-347 Inst.)

Form Approved.
Budget Bureau No. 44-R109

NAME OF CONTRACTOR ☐ OR SUBCONTRACTOR ☒
CABRERA CONSTRUCTION

ADDRESS
950 E. 37th Street Eugene, Oregon 97405

PAYROLL NO. 1

FOR WEEK ENDING May 9, 1986

PROJECT AND LOCATION Baker - N. Powder

PROJECT OR CONTRACT NO.

(1) NAME, ADDRESS, AND SOCIAL SECURITY NUMBER OF EMPLOYEE	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	(4) DAY AND DATE S	M 5	U 6	W 7	H 8	F 9	S	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITH-HOLDING TAX	SWT	SAIF	OTHER	TOTAL DEDUCTIONS	(9) NET WAGES PAID FOR WEEK
Deborah L. Cortez 1720 S. Bartelsen #8-B Eugene, OR 97402 548-13-5613			O																	
	S-1	Group 1 Labor	S				5				5	17.90	89.50	6.40	5.00	4.00	.14		15.54	$73.9
Gregory E. Flato 1694 Lawrence St. Eugene, OR 97408 543-54-8368			O																	
	S-1	Group 1 Labor	S			7½	6¾				14¼	17.90	255.08	18.24	31.00	17.00	.28		66.52	$188.5
Alfonso V. Cabrera 950 E. 37th St. Eugene, OR 97405			O																	
		OWNER	S			7½	7						—	—	—	—	—	—	—	—
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RECEIVED
JUL 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

24.64 36.00 21.00 .42

FORM WH-347 (1/68) — FORMERLY SOL 184—PURCHASE THIS FORM DIRECTLY FROM THE SUPT. OF DOCUMENTS

OF LABOR
DIVISION

PAYROLL

(For Contractor's Optional Use; See Instruction, Form WH-347 Inst.)

Form Approved.
Budget Bureau No. 44-R1093

File Copy

R ☐ OR SUBCONTRACTOR ☒

STRUCTION

ADDRESS
950 E. 37th Street Eugene, Oregon 97405

FOR WEEK ENDING May 9, 1986

PROJECT AND LOCATION Baker - N. Powder

PROJECT OR CONTRACT NO.

(1) DRESS, AND URITY NUMBER MPLOYEE	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	(4) DAY AND DATE S	M	U	W	H	F	S	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITH-HOLDING TAX	SWT	SAIF	OTHER	TOTAL DEDUCTIONS	(9) NET WAGES PAID FOR WEEK
					5	6	7	8	9											
				HOURS WORKED EACH DAY																
Cortez telsen #8-B 97402 3-13-5613			O																	
	S-1	Group I Labor	S				5				5	17.90	89.50	6.40	5.00	4.00	.14		15.54	$ 73.96
Flato ee St. 97401 4-8368			O																	
	S-1	Group I Labor	S			7½	6¾				14¼	17.90	255.08	18.24	31.00	17.00	.28		66.52	$ 188.56
Cabrera th St. R 97405			O																	
		OWNER	S			7½	7						—	—			—	—	—	—
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														24.64	36.00	21.00	.42			

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

—FORMERLY SOL 184—PURCHASE THIS FORM DIRECTLY FROM THE SUPT. OF DOCUMENTS

Date 5/12/86

I, Alfonso V. Cabrera, owner
(Name of signatory party) (Title)

do hereby state:

(1) That I pay or supervise the payment of the persons employed by Cabrera Construction (Contractor or subcontractor) on the Baker - N. Powder (Building or work); that during the payroll period commencing on the 5th day of May, 1986, and ending the 9th day of May, 1986, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said

Cabrera Construction (Contractor or subcontractor) from the full

weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:

F.I.C.A. $24.64

F.W.T. 36.00

S.W.T. 21.00

Workman's Comp. .42

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registerd in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☐ —In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of each employee, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☒ —Each laborer or mechanic listed in the above referenced payroll has been paid, as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

REMARKS

NAME AND TITLE	SIGNATURE
Alfonso Cabrera, owner	Alfonso V. Cabrera

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.

86

Cabrera, owner
natory party) (Title)

supervise the payment of the persons employed by Cabrera

contractor) on the Baker - N. Powder
(Building or work)

; that during the payroll period commencing on the 5th

, 1986, and ending the 9th day of May, 1986,
n said project have been paid the full weekly wages earned, that no rebates
ade either directly or indirectly to or on behalf of said

ction from the full
(Contractor or subcontractor)

any person and that no deductions have been made either directly or indirectly
earned by any person, other than permissible deductions as defined in
CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as
, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described

4.64

4.00

4.00

.42

olls otherwise under this contract required to be submitted for the above
omplete; that the wage rates for laborers or mechanics contained therein are
able wage rates contained in any wage determination incorporated into the
cations set forth therein for each laborer or mechanic conform with the work

entices employed in the above period are duly registerd in a bona fide
registered with a State apprenticeship agency recognized by the Bureau of
ning, United States Department of Labor, or if no such recognized agency
egistered with the Bureau of Apprenticeship and Training, United States

RINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

ion to the basic hourly wage rates paid to each laborer or mechanic listed in
ve referenced payroll, payments of fringe benefits as listed in the contract

have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☑ —Each laborer or mechanic listed in the above referenced payroll has been paid, as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

REMARKS

NAME AND TITLE	SIGNATURE
Alfonso Cabrera, owner	Alfonso V. Cabrera

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.

DEPARTMENT OF LABOR
ployment Standards Administration, OFCCP

Report is required by Executive Order 11246, Sec. 203. Failure to report can result in contracts being ncelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for urther Government contracts of federally assisted construction contracts.

MONTHLY EMPLOYMENT UTILIZATION REPORT

1 COVERED AREA (SMSA OR EA): Baker - North Powder

2 EMPLOYERS I.D. NO.: 93-0900659

3 CURRENT GOALS
MINORITY: 26%
FEMALE: 26%

4 REPORTING PERIOD
FROM: 5/5/86
TO: 5/9/86

NAME AND LOCATION OF CONTRACTOR
Alfonso Cabrera
Cabrera Construction
865 Conger Street, #14
Eugene, OR 97405

FEDERAL FUNDING AGENCY

CONSTRUCTION TRADE	Classifications	6a. TOTAL ALL EMPLOYEES BY TRADE M	6a. F	6b. BLACK (Not of Hispanic Origin) M	6b. F	6c. HISPANIC M	6c. F	6d. ASIAN OR PACIFIC ISLANDERS M	6d. F	6e. AMERICAN INDIAN OR ALASKAN NATIVE M	6e. F	7. MINORITY PERCENTAGE	8. FEMALE PERCENTAGE	9. TOTAL NUMBER OF EMPLOYEES M	9. F	10. TOTAL NUMBER OF MINORITY EMPLOYEES M	10. F
oup / Labor	Journey worker	14½	5				5							1	1	0	1
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL													2		1	
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
AL JOURNEY WORKERS		14½	5				5							1	1	0	1
AL APPRENTICES												26%	26%				
L TRAINEES																	
ND TOTAL		19½				5								2		1	

COMPANY OFFICIAL'S SIGNATURE AND TITLE

12. TELEPHONE NUMBER (Include area code): (503) 343-2506

13. DATE SIGNED: 5/12/86

PAGE 1 OF 1

APPROVAL NO. 44-R1396

FORM CC-257 (Rev. 9/78)

HONE MEMO

Roger

OF Next Door

MESSAGE Needs to Talk to you about $$ for truck.

SIGNED Carter

PHONED ☐ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ ☐ ☑ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Alfonso

DATE 5/6

TIME 8:30 [✓ AM] PM

FROM M Gene

OF Kasler Corp

AREA CODE [illegible] NUMBER 6444

EXTENSION 036

MESSAGE Call his Motel Room A.S.A.P.

SIGNED Cmt

PHONED ☑ CALL BACK ☑ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

PHONE MEMO

TO Alfonso

DATE 5/6

TIME 9:00 [✓ AM] PM

FROM M Barbara

OF Hamilton Const.

AREA CODE NUMBER 779-2658

EXTENSION

MESSAGE Needs the sign moved in Medford Right away. Please call to let her know when?

SIGNED Cmt

PHONED ☑ CALL BACK ☑ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

RECEIVED
1986
SERVICES
TRANSPORTATION

PHONE MEMO

TO Alfonso

DATE 5/6

TIME 9:50 [✓ AM] PM

FROM M Gay

OF Gaynecto

AREA CODE NUMBER

EXTENSION

MESSAGE She wanted to talk to you about a job. will leave message @ her office for you

SIGNED Cotta

PHONED ☑ CALL BACK ☐ RETURNED CALL ☐ WANTS TO SEE YOU ☐ WILL CALL AGAIN ☐ WAS IN ☐ URGENT ☐

AIGNER FORM NO. 50-176

[illegible]
P.O. Box 06490
Portland, Oregon 97206
(503) 777-6335

- Barricades-Warning Lig[illegible]
- Highway & Traffic Signs
- Safety Equipment

1342

.ORD. #	DATE SHPD.	SHIPPED VIA	SALESMAN	FILLED BY	F.O.B.	INV. DATE	TERMS NET 10TH OF FOLLOWING MONTH
Verbal/ Alfonso	5-6-86	Will Call	Al	Al	Plant	5-6-86	

SOLD TO
Cabrera Construction Co.
865 Conger St. Unit 14
Eugene, OR. 97402

SHIP TO
Will Call

QUANTITY	DESCRIPTION	UNIT PRICE	PER	AMOUNT
30	28" Delineators-Cones w/12lb. base	12.50	Each	375.00

N. Powder / Baker

RECEIVED
JUL 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

D. Cortez 5/6/86

PLEASE PAY FROM THIS INVOICE

SUB-TOTAL	375.00
FREIGHT AND SHIPPING	-0-
TOTAL	375.00

PAST DUE accounts are subject to a CHARGE OF 1½% per month on past due balance at ANNUAL PERCENTAGE RATE OF 18% plus all collection expenses.

CUSTOMER

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CUSTOMER'S NAME Construction
865 Conger St. Unit 14
Eugene, OR. 97402

Barricade Brokers Inc.
Your Barricade Specialist
Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

Delivery ☐ Add On ☐ Pick Up ☐ Partial ☐

Map Page ____________ Ordered by Alfonso/ Debbie Area # ____________

LOCATION OF JOB Baker OR.

NO. 1238

DATE	QUANTITY	DESCRIPTION
5-7-8	1	Sequential Arrow Serial # 852198 N. Powder Baker

Charge will be made when necessary to deliver before or after regular business hours

MIN. JOB CHARGE	SERVICE CHARGE	CUSTOMER P.O.	CUSTOMER JOB NO.	TIME CALLED	TIME REQUESTED	OVERTIME CHARGES
				2:45 pm		

RENTAL AGREEMENT AND CONDITIONS

EE ACKNOWLEDGES: - Receipt of said equipment in good working condition and repair upon expiration of Lessee's use thereof, Lessee shall return same to Lessor, in as good condition and repair as when delivered, subject to reasonable wear and tear. *Customer responsible for lost or stolen equipment.

ESSEE AGREES: - To pay the specified rent for use of said equipment. - To not release this equipment from Lessee's control without prior authorization from Lessor. - To not move said equipment to any other job without prior consent of Lessor. - To assume sole responsibility for proper placing of said rented equipment on the job location. - To indemnify Lessor against all loss, damage, expense and penalty arising from any action or claim on account of any injury to person or property of any character whatsoever occasioned by the operation, handling, transportation and/or use of any of the barricades and/or warning lights during rental period, and while said barricades are in the possession or under the custody of Lessee. - To pay to Lessor reasonable attorney's fees and collection costs incurred by Lessor in enforcing the terms of this agreement, in the event Lessee breaches any of the terms of this agreement, or Lessee fails to pay rent or to pay for damages to said equipment while in Lessee's possession.

ESSOR AGREES: - To service these units. ________ Assumes no responsibility from any cause whatsoever.

ELIVERED
____________________ DATE ____________

CUSTOMER'S SIGNATURE ____________________ DATE ____________

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

	BALANCE FORWARD				
6-4-86	Sequential Arrow Rental		700.00		700.00
	pd. 6/23/86 ck # 405				
	N. Powder - Baker				

A finance charge of 1½% PER MONTH which is an ANNUAL PERCENTAGE RATE OF 18% on past due balances.

BARRICADE BROKERS INC.
P.O. BOX 06490
PORTLAND, OREGON 97206
(503) 777-6335

PLEASE PAY LAST AMOUNT IN THIS COLUMN

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531

5-2-86 | 42500

THE HOME OF
DUR-O-LINE MARKERS

SHIP TO SAME AS SOLD TO UNLESS NOTED BELOW

SHIP TO • SAME - C/O KASLER CORP.

SOLD TO •
CABRERA CONSTRUCTION
950 E. 37TH
EUGENE, OR 97405

PICKED UP 5/2/86

SHIPPED VIA

TERMS: NET 30 DAYS.

FOB POINT OF SHIPMENT, PORTLAND, OREGON, OR

OUR JOB NO.	CUSTOMER NO.	CODE	CUSTOMER P.O. NO.	SALES CODE	DATE ENTERED	EST. SHIPPING DATE	P. PD.	P. PD. BILL	COLL
0503	3498	1		TL/JH	5-5-86				

ITEM NO.	QUANTITY ORDERED	SHIPPED	BACK ORD.	PRODUCT CODE	DESCRIPTION	UNIT PRICE	AMOUNT
1	4			01	16. RIGHT LANE CLOSED AHEAD SIGN 48 X 48 BLACK/ORANG REFL/	56.00	224.00
2	4			02	1.11 LEFT OVERLAY 20 X 8 BLACK/ORANGE A;I, /080	7.50 ST.	30.00 $254.00
3	3			39	BULBS (TFB-8) (13 BULBS SHORTED ON 1ST ORDER)NC	2.40	7.20
4	25			52	28" CONES W/12# BASE	12.25	306.25
5	10			55	SUPER SURE STICKS	32.00	320.00
							$887.45

N. Powder / Baker

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAYMENT AFTER DUE DATE WILL BE SUBJECT TO A SERVICE CHARGE AT THE RATE OF 24% PER ANNUM.

PLEASE PAY FROM INVOICE — NO STATEMENT SENT UNLESS REQUESTED.

LAST AMOUNT IN THIS COLUMN IS TOTAL

Claims on account of this invoice must be made within 5 days after receipt of goods. No goods to be returned without our permission.

Pacific Northwest's Leading Manufacturer
and Distributor of
HIGHWAY AND STREET SIGNS — TRAFFIC AND SAFETY DEVICES

We certify that all goods covered by this invoic were produced in accordance with the require ments of the Fair Labor Standards Act of 1938 as amended.

TRAFFIC SAFETY SUPPLY CO.
2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531

THE HOME OF
DUR-O-LINE MARKERS

5-5-86

CORRECTED
42377

SHIP TO SAME AS SOLD TO UNLESS NOTED BELOW

SHIP TO • WILL CALL

SOLD TO •
CABRERA CONSTRUCTION
950 E. 37TH
EUGENE, OR 97405

SHIPPED VIA PICKED UP 5/5/86

FOB POINT OF SHIPMENT, PORTLAND, OREGON, OR

TERMS: NET 30 DAYS.

OUR JOB NO.	CUSTOMER NO.	CODE	CUSTOMER P.O. NO.	SALES CODE	DATE ENTERED	EST. SHIPPING DATE	P. PD.	P. PD. BILL	COLL.
-0550	3498	1		DR/JH	5-5-86				

ITEM NO.	QUANTITY ORDERED	SHIPPED	BACK ORD.	PRODUCT CODE	DESCRIPTION	UNIT PRICE	AMOUNT
1	12			77	12V/CIRCUTT FOR TFB-8	67.50	810.00
2	20			52	28" TRAFFIC CONES W/12# BASE	12.25	245.00
3	13			77	TFB-8 HEAD ONLY	67.60	878.80
4	3			01	16. CONSTRUCTION SIGNS 48 X 48 REFL/PLYWOOD BLACK/ORANGE	56.001	168.00
							$2101.80

N. Powder /Baker

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAYMENT AFTER DUE DATE WILL BE SUBJECT TO A SERVICE CHARGE AT THE RATE OF 24% PER ANNUM. LAST AMOUNT IN THIS COLUMN IS TOTAL

PLEASE PAY FROM INVOICE — NO STATEMENT SENT UNLESS REQUESTED.

Claims on account of this invoice must be made within 5 days after receipt of goods. No goods to be returned without our permission.

Pacific Northwest's Leading Manufacturer
and Distributor of
HIGHWAY AND STREET SIGNS — TRAFFIC AND SAFETY DEVICES

We certify that all goods covered by this invoice were produced in accordance with the requirements of the Fair Labor Standards Act of 1938, as amended.

TRAFFIC SAFETY SUPPLY CO.
2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531

5-5-86 | 42384

THE HOME OF
DUR-O-LINE MARKERS

SHIP TO SAME AS SOLD TO UNLESS NOTED BELOW

SHIP TO: WILL CALL - MONDAY 5-5-86

SOLD TO:
CABRERA CONST
950 E. 37TH
EUGENE, OREGON 97405

SHIPPED VIA: PICKED UP 5/5/86

TERMS: NET 30 DAYS.

FOB POINT OF SHIPMENT, PORTLAND, OREGON, OR

OUR JOB NO.	CUSTOMER NO.	CODE	CUSTOMER P.O. NO.	SALES CODE	DATE ENTERED	EST. SHIPPING DATE	P. PD.	P. PD. BILL	COLL.
0406	3498	1	ALPHONSO	TOM/MB	4-30-86				

ITEM NO.	QUANTITY ORDERED	SHIPPED	BACK ORD.	PRODUCT CODE	DESCRIPTION	UNIT PRICE	AMOUNT
	16	20	0	53	BAR-L-CADES - OREGON SPEC	38.25	765.00
	4			05	TYPE II BARRICADES 24" MODEL 24F	20.90	83.60
	4			11	16. "RIGHT LANE CLOSED AHEAD" 48" X 48" X BLACK/ORANGE REFL/PLY	56.00	224.00
	2			11	16. "LEFT LANE CLOSED AHEAD" 48" X 48" X BLACK/ORANGE REFL/PLY	56.00	112.00
	4			11	16. "ABRUPT EDGE" 48" X 48" X BLACK/ ORANGE REFL/PLY	56.00	224.00
	3			11	5.25 "RIGHT - PLAQUE" 42" X 18" X BLACK/ORANGE REFL/PLY	18.50	55.50
							$1464.10

CERTS REQUIRED

NORTH POWDER - OREGON TRAIL
CONTRACT #
PRIME: KASLER CORP.

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAYMENT AFTER DUE DATE WILL BE SUBJECT TO A SERVICE CHARGE AT THE RATE OF 24% PER ANNUM.
PLEASE PAY FROM INVOICE — NO STATEMENT SENT UNLESS REQUESTED.

LAST AMOUNT IN THIS COLUMN IS TOTAL

Claims on account of this invoice must be made within 5 days after receipt of goods. No goods to be returned without our permission.

Pacific Northwest's Leading Manufacturer
and Distributor of
HIGHWAY AND STREET SIGNS — TRAFFIC AND SAFETY DEVICES

We certify that all goods covered by this invoice were produced in accordance with the requirements of the Fair Labor Standards Act of 1938, as amended.

Stage	Sign Description	□ sq.ft.	#	Size	Post	Fl
#[illegible]0.00	R.C.A. Flash/Rent #160.00/ea	128	8	4 x 4		8
	Const. Speed 45	128	8	4 x 4		
	Right Lane Closed	128	8	4 x 4		
	↱	128	8	4 x 4		
	↲	128	8	4 x 4		
	Left Lane Closed	128	8	4 x 4		
	ABRUPT EDGE	64	4	4 x 4		
	Left ~~Right~~ Rider	~~0~~	3	~~x~~		
	Right Rider	~~0~~	1	~~x~~		
	End Work Area	40	4	2 x 5		
#180.00	Barricade II @ 45.00		4	x		
882.00	6 extra flasher @ 147.00	SOLD		x		
1200.00	3 ARROWS (sequential) (400.50 per [illegible])			x		
722.50	85 Cones 30" @ 8.50 each (Rental)		85	x		
54.00	3 RV Batteries @ 18.00 (Rental) TEN DAYS			x		
	*Set-up 4 Lane Closure			x		
	on Portables Install & Remove			x		
#58.80	18x18 Flagman 24 @ 2.45 each-			x		
	√* #10,464 = $12.00 □ x	872□		x		
CALLER EMPLOYEE				x		
$800.00	20 Barrels @ $40.00/ea.			x		
	Please Take Note we have Changed our			x		
	Name from R/C sign to Cabrera Const Co.			x		
	The State has been informed of Change.			x		
	Make all Payments to Cabrera Const.			x		
	Enclosed Please Find Checks Issued to			x		

(over)

RECEIVED
JUL [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MYRON L. ENFIELD
JOSEPH C. GUIMOND
JAMES M. BROWN

ENFIELD, GUIMOND & BROWN
ATTORNEYS AT LAW
214 PIONEER TRUST BUILDING
117 COMMERCIAL ST. N.E.
SALEM, OREGON 97301-3498

TELEPHONE (503) 581-6870

April 28, 1986

Mr. Alfonso Cabrera
Cabrera Construction
865 Conger Street, #14
Eugene, oregon 97402

Re: Romero/Cabrera Sign Co.

Dear Alfonso:

At your request I am forwarding the following checks:

1. Foress Sign Company dated 08/22/85 in the amount of $137.12;
2. Foress Sign Company dated 09/19/85, in the amount of $475.62;
3. Foress Sign Company dated 09/27/85, in the amount of $321.36;
4. Kasler Corporation dated 09/17/85, in the amount of $398.55;
5. Kasler Corporation dated 08/08/85, in the amount of $558.60; and
6. J. C. Compton Company dated 08/23/85, in the amount of $1,209.95.

Sincerely,

ENFIELD, GUIMOND & BROWN

Jim Brown

James M. Brown

JMB:be

Enclosures

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RICHARD H. ROBERTS
Investigator
CRIMINAL JUSTICE DIVISION
Department of Justice
Justice Building Salem 97310 Phone (503) 378-6347

FIELD, GUIMOND & BROWN
ATTORNEYS AT LAW
214 PIONEER TRUST BUILDING
117 COMMERCIAL ST. N.E.
SALEM, OREGON 97301-3498
TELEPHONE (503) 581-6670

November 5, 1985

Alfonso Cabrera
865 Conger Street, #14
Eugene, Or 97402

Re: Foress Sign Co. (Department of Transportation)

Dear Alfonso:

As we have discussed, I have contacted the government agencies having a potential interest in improper contracting practices with the Oregon Department of Transportation. Generally the reaction has been that the Oregon investigative agencies are not able to immediately assign anyone to investigate. I expect to be hearing further from those people in the weeks ahead.

I asked the Oregon Bureau of Labor to hold the checks against any possible future labor claims. The answer that I received was that the Department did not have that legal authority. With your permission, I would like to write to Tom Snook and invite him to tell me what his legal position is regarding those checks.

At your convenience, I would like you to give me a call so that we can review where matters stand.

Sincerely,

ENFIELD, GUIMOND & BROWN

Jim Brown

James M. Brown

JMB:np

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

MYRON L. ENFIELD
JOSEPH C. GUIMOND
JAMES M. BROWN

ENFIELD, GUIMOND & BROWN
ATTORNEYS AT LAW
214 PIONEER TRUST BUILDING
117 COMMERCIAL ST. N.E.
SALEM, OREGON 97301-3498

TELEPHONE (503) 581-6870

November 5, 1985

Alfonso Cabrera
865 Conger Street
#14
Eugene, OR 97402

Re: Foress Sign Co. (Department of Transportation)

Legal Services, October, 1985	
Office conference re: minority contracts and possible fraud; telephone Assistant Attorney General, Criminal Justice Section; conference Assistant Attorney General, Financial Fraud Section; telephone Department of Justice Investigator, Bureau of Labor and Industries, United States Attorney, letter Oregon Department of Justice	$240.00

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MYRON L. ENFIELD
JOSEPH C. GUIMOND
JAMES M. BROWN

ENFIELD, GUIMOND & BROWN
ATTORNEYS AT LAW
214 PIONEER TRUST BUILDING
117 COMMERCIAL ST. N.E.
SALEM, OREGON 97301-3498

TELEPHONE (503) 581-6870

October 22, 1985

Mr. Charles E. Pritchard
Division Administrator
Criminal Justice Division
Department of Justice
100 Justice Building
Salem, Oregon 97310

Re: Alfonso Cabrera/Minority Business Enterprise Contracting

Dear Chuck:

As we have discussed by telephone, I represent Alfonso Cabrera regarding his interests and participation in Romero/Cabrera Sign Construction Company. Mr. Cabrera has informed Oregon Department of Transportation representatives that Romero/Cabrera has been used as a "front" by other interests seeking to participate in 10% contract set-asides through the Oregon Department of Transportation. As I have related to you, Mr. Cabrera entered into this business enterprise in good faith and, after he believed that the provisions favoring minority contractors were being abused and he was unable to withdraw, he brought these circumstances to the attention of the Oregon Department of Transportation. It is my understanding that the State was not previously aware of improper contracting practices through Romero/Cabrera until Mr. Cabrera presented the information.

Mr. Cabrera does desire to cooperate completely with investigative efforts by interested agencies. Because of Mr. Cabrera's good faith and voluntary disclosures that he has initiated, I will be requesting immunity from prosecution for Mr. Cabrera in connection with any statutory violation arising out of these factual circumstances. I understand that the Department of Justice will be contacting Mr. Cabrera through me hereafter.

I appreciated very much the opportunity to review this matter with you.

Sincerely,

ENFIELD, GUIMOND & BROWN

James M. Brown

JMB:bc
cc: ✓Alfonso Cabrera

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORESS SIGN COMPANY
30255 HWY. 34 - ALBANY, OR 97321
(503) 928-5858

HEAD OFFICE
CITIZENS VALLEY BANK
ALBANY, OREGON

29386

96-395
1232

PAY THE SUM I37 DOLS I2 CTS DOLLARS

TO THE ORDER OF

	DATE	DR.	DISC.	NET AMOUNT
Romero/Cabrera Sign	8/22/85	▨	▨	137 12

FORESS SIGN COMPANY

⑆123203959⑆ 33 11820 3⑈

FORESS SIGN COMPANY
30255 HWY. 34 - ALBANY, OR 97321
(503) 928-5858

HEAD OFFICE
CITIZENS VALLEY BANK
ALBANY, OREGON

29498

96-395
1232

PAY THE SUM 475 DOLS 62 CTS DOLLARS

TO THE ORDER OF

	DATE	DR.	DISC.	NET AMOUNT
Romero Cabrera	9/19/85	▨	▨	475 62

FORESS SIGN COMPANY

⑆123203959⑆ 33 11820 3⑈

RECEIVED
JUL 25 1986
MMISSION SERVICES
NT OF TRANSPORTATION

FORESS SIGN COMPANY
30255 HWY. 34 - ALBANY, OR 97321
(503) 928-5858

HEAD OFFICE
CITIZENS VALLEY BANK
ALBANY, OREGON

29563

96-395
1232

PAY THE SUM 32I DOLS 36 CTS DOLLARS

TO THE ORDER OF

	DATE	DR.	DISC.	NET AMOUNT
Romero/Cabrera	9/27/85	▨	▨	321 36

FORESS SIGN COMPANY

⑆123203959⑆ 33 11820 3⑈

KASLER CORPORATION

GENERAL ENGINEERING CONTRACTORS

January 10, 1985

Romero/Cabrera Sign Construction Co.
950 E. 37th St.
Eugene, Oregon 97405

Attached is our proposed schedule for the Baker Oregon, Contract 9809, project,

The shaded vertical areas represent Saturdays, Sundays, and holidays.

The schedule was drawn assuming no work on these days, however, due to an extremely tight time limit and possible bad weather, it may become necessary to work on these days in order to complete the project on time.

Your consideration in being prepared to meet this schedule is greatly appreciated.

KASLER CORPORATION

T. E. Meyer

T. E. Meyer
Area Manager

TEM:jh

RECEIVED
JUL 2[illegible] 1986
COMMISSION

SENDER: Complete items 1, 2, 3 and 4.

Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for service(s) requested.

1. ☒ Show to whom, date and address of delivery.
2. ☐ Restricted Delivery.

3. Article Addressed to:
97321

4. Type of Service:
☒ Registered ☐ Insured
☐ Certified ☐ COD
☐ Express Mail

Article Number
168897840

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X

7. Date of Delivery
1-8-85

8. Addressee's Address (*ONLY if requested and fee paid*)

PS Form 3811, July 1983 DOMESTIC RETURN RECEIPT

544 OHOHIA STREET • P.O. BOX 30568 • HONOLULU, HAWAII 96820 • (808) 836-2214

9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No. CON 5
9809

DATE: July 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: A C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-7(6)284

Contract 9809, Work Completed July 8, 1986

Project North Powder-Baldock Slough

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 16, 1986
7-16-86

Gerald E. Heimbach
Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
AUG 11 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 30 1986

734-2023 (2-85)

June 26, 1986

CON 5 - #9809

ABC-Operating Engineers
Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of June 5, 1986, with attached Release of a claim against Yurok Contractors, Inc.

You state this is in reference to the Kasler Corporation Contract No. 9809 for paving the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and prime contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black Insurance Services
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 5-15-86; CL 1986-0151

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
6-26-86cc

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

June 5, 1986

Mr. Robert W. Gormsen
Commission Services
Transportation Building
Salem, OR 97310

RE: CON 5 - #9809
Yurok Contractors, Inc.

Dear Mr. Gormsen:

Pursuant to your request, enclosed please find copies of releases as well as letter from your office regarding this claim.

If I can be of any further assistance, please call.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

Enclosure

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

CLAIM AFFIDAVIT

STATE OF Oregon :

COUNTY OF Multnomah ss

Gary Harrison, [illegible]

That he is Administrator of AGC-Operating Engineers Trust Funds (hereinafter called Claimant)

(If corporation, insert office held and name of corporation; if partnership, use word "partner" and insert name of partnership; if individual, use word "owner" and give trade name under which individual conducts business.)

That between the dates indicated said Claimant furnished certain work, labor, services, and materials to the Contractor below, ***(hereinafter called Contractor)*** in connection with a certain contract(s) for the following construction and that there is now due and owing the said Claimant, after proper credit for all payments on account, counterclaims and set-offs, the following sum as per itemized statement attached hereto, no part of the claim having been released, assigned or discharged and that this affidavit is made for the purpose of inducing Travelers Indemnity Company, as surety for the Contractor, to pay to the Undersigned the amount claimed herein.

DATE (From)	DATE (To)	CONTRACTOR
7/85	12/85	Yurok Contractors, Inc.

CONSTRUCTION OF	AMOUNT DUE
North Powder-Baldock Slough Section, Old Oregon Trail, Baker County Contract #9809	$3159.35*

That the Undersigned has paid in full for all labor, services and materials which were furnished to the Contractor except as follows: ***(If the Undersigned has paid his bills in full for the labor, services and materials furnished to the Contractor write "No Exceptions" in space below, otherwise list the accounts which you owe that were incurred on this job.)***

SIGNED, SEALED AND DELIVERED AT Portland, Oregon

this 28 day of May A.D. 19 86.

By: Gary Harrison (Seal)

AGC-Operating Engineers Trust Funds
Gary Harrison, Administrator

Subscribed and sworn to before me this 28 day of May A.D. 19 86.

Notary Public for Oregon
My Commission expires: 7/23/89

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S-120A REV.12-52 PRINTED IN U.S.A.

SURETY (CONTRACT) RELEASE

RELEASE

KNOW ALL MEN BY THESE PRESENTS that whereas the undersigned has furnished labor and materials to Yurok Contractors, Inc., in connection with a certain contract(s) for construction of North Powder-Baldock Slough Section, Old Oregon Trail, Baker County Contract #9809, and

WHEREAS, THE TRAVELERS INDEMNITY COMPANY, Hartford, Connecticut, in connection with said contract executed, as Surety, a certain bond(s), and the Undersigned had made claim upon the said The Travelers Indemnity Company, and a dispute has arisen as to the amount of said claim and the liability of the Surety therefor, and the parties desiring to compromise said claim upon payment of THREE THOUSAND ONE HUNDRED FIFTY NINE AND 35/100-------------------DOLLARS ($3159.35*).

NOW, THEREFORE, for and in consideration of the sum of THREE THOUSAND ONE HUNDRED FIFTY NINE AND 35/100-----DOLLARS ($3159.35*), receipt whereof is hereby acknowledged, the Undersigned hereby and by these presents releases and forever discharges The Travelers Indemnity Company and the owner(s) of said improvement of and from all liens, claims, demands, suits or actions it has had or may have for furnishing labor and materials to Yurok Contractors, Inc., in connection with the aforesaid contract(s) between the said AGC-Operating Engineers Trust Funds, and Yurok Contractors, Inc.

SIGNED, SEALED AND DELIVERED AT Portland, Oregon this 28 day of May A.D. 1986.

By: Gary Harrison (Seal)
AGC-Operating Engineers Trust Funds
Gary Harrison, Administrator

Subscribed and sworn to
before me this 28 day
of May A.D. 1986

[illegible]

Notary Public for Oregon
My Commission expires: 7/23/89

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(Instructions on Reverse Side)

(Over)

S-1205 1-49 Printed in U.S.A.

SURETY (CONTRACT)—ASSIGNMENT

ASSIGNMENT OF CLAIM

KNOW ALL MEN that in consideration of the sum of [illegible] [illegible] hereby acknowledged, Undersigned hereby sells, assigns, transfers and sets over unto The Travelers Indemnity Company, Hartford, Connecticut, its successors, and assigns, all of the right, title and interest including remedies of the Undersigned, in and to claim for labor and material furnished by the Undersigned to Yurok Contractors, Inc.
in and for the construction of North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
Contract #[illegible]

SIGNED, SEALED AND DELIVERED AT Portland, Oregon this 28 day of May A.D. 19 86

By: Gary Harrison (Seal)
AGC-Operating Engineers Trust Funds
Gary Harrison, Administrator

State of Oregon
County of Multnomah } ss.:

On the 28 day of May, 19 86, before me personally appeared Gary Harrison to me known and known to me to be the person described in and who executed the foregoing instrument, and he acknowledged to me that he executed the same.

Notary Public
Notary Public for Oregon
My Commission expires: 7/23/89

INDIVIDUAL ACKNOWLEDGMENT

State of
County of } ss.:

On this day of , 19 , before me personally appeared to me known and known to me to be one of the firm of described in and who executed the foregoing instrument, and he acknowledged to me that he executed the same as and for the act and deed of said firm.

Notary Public

FIRM ACKNOWLEDGMENT

State of
County of } ss.:

On the day of , 19 , before me personally came to me known, who being by me duly sworn, did depose and say: that he resides in ; that he is the President of the the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

Notary Public

CORPORATION ACKNOWLEDGMENT

S-1472 REV. 10-59 PRINTED IN U.S.A.

(Instructions on Reverse Side)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1986

In Reply Refer To
File No.:

CON 5 - #9809

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

We have received a copy of your letter dated April 15, 1986, with attached Notice of Claim concerning the following Highway Division contract:

FILED BY:	AGC - Operating Engineers Local 701 Trust Funds
AMOUNT:	$2,706.60 together with liq. damages of $292.94 and interest until paid
FOR:	Fringe benefits due employees of Yurok Contractors, Inc.
AGAINST (Prime contractor):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section Old Oregon Trail Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9809 CL 1986·0232

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9809

Karr, Tuttle, Koch, Campbell,
Mawer, Morrow & Sax
Law Offices
1111 Third Avenue, Suite 2500
Seattle, WA 98101

Attention: Mary Ellen Hanley

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received the Notice of Claim dated June 18, 1986, on behalf of Hartford Accident & Indemnity Company, assignee of Butler-Sealant Company, against the following Highway Division contract:

FILED BY:	Hartford Accident & Indemnity Company, assignee of Butler-Sealant Company
AMOUNT:	$206,198.21 plus interest, attorney's fees and costs
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

NOTED ON CARD
7-8-86 cc

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black Insurance Services
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KARR, TUTTLE, KOCH, CAMPBELL,
MAWER, MORROW & SAX
~~A PROFESSIONAL SERVICE CORPORATION~~ L
1111 THIRD AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98101

RECEIVED
JUN [illegible] 1986
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

TO: Secretary of State, State of Oregon

TO: State of Oregon, Division of Highways
Transportation Building, Room 121
Salem, Oregon 97310

Attn: Mr. Robert Gomson

NOTICE OF CLAIM

Notice is hereby given that the undersigned, Hartford Accident & Indemnity Company, assignee of Butler-Sealant Company, has a claim for labor performed and materials furnished by Butler-Sealant to Kasler Corporation in the sum of $206,198.21, plus interest, attorneys' fees and costs. This claim is against the bond provided by Travelers Indemnity Co., as surety for its principal, Kasler Corporation, on the construction of HIGHWAY OLD OREGON TRAIL, NORTH POWDER - BALDOCK SLOUGH IN BAKER COUNTY, CONTRACT 9809 (the project).

The undersigned also has a claim pursuant to ORS 279.314 against funds due or to become due to Kasler Corporation from the Department of Transportation on contract 9809.

Butler-Sealant performed work on the project pursuant to subcontract no. 230-01 between it and Kasler Corporation.

Attached to this Notice is a copy of the assignment from Butler-Sealant to Hartford Accident & Indemnity Co.

DATED this 18 day of June, 1986.

HARTFORD ACCIDENT
& INDEMNITY COMPANY

Mary Ellen Hanley

By Mary Ellen Hanley
Its Attorney-in-fact
Of Karr, Tuttle, Koch, Campbell,
Mawer, Morrow & Sax P.S.
1111 Third Ave., Suite 2500
Seattle, WA 98101

MEH:slm

cc: Kasler Corporation
P.O. Box 387
San Bernadino, California 92402 (Certified Mail)

Travelers Indemnity Co. - (Certified Mail)

BUTLER-SEALANT

11525 East Marginal Way South • Seattle, Washington 98168 • (206) 433-8991

June 6, 1986

Mr. Thomas A. Joyce
Hartford Accident & Indemnity Co.
Hartford Plaza
Hartford, Conn 06115

Dear Sir:

Butler-Sealant Company hereby assigns to Hartford Accident & Indemnity Company all proceeds due or to become due with respect to the State of Oregon, Contract #9809, in which Butler-Sealant Company holds a Subcontract with the Kasler Corporation, the prime contractor.

Sincerely yours,
BUTLER-SEALANT COMPANY

Jose A. Rivera, Jr.
President

JAR:MR/pmh

CL 1986-0240

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9809

Oregon Laborers Employers
Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received the Notice of Claim dated June 4, 1986, concerning the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$7,083.24 which includes liquidated damages of $683.35 and interest of $338.10
FOR:	Fringe benefits due employees of Butler Sealant
AGAINST (PRIME CONTRACTOR):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

NOTED ON CARD
7-10-86 cc

[illegible]

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black Insurance Services
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Butler Sealant, working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $7,083.24, which includes liquidated damages of $683.35 and interest in the amount of $338.10 against Bond No. (unknown), issued on (unknown), which Kasler Corp. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and (unknown) is the surety, for that project known as N. Powder-Baldock Slough.

Project #9809

DATED: 6/4/86

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
John Widmer

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS-EMPLOYERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
Butler-Sealant ER #1113

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

	1985 SEPTEMBER	R/CHG	OCTOBER	NOVEMBER	TOTAL
Wagoner, T. 488-68-7705	24.0		88.0	140.5	252.5
Reed, E. No SS#			21.5		21.5
Pringle, D. 534-32-1509	68.0		184.0	32.0	284.0
Rioux, E. 504-22-4225			43.0		43.0
Fenley, D. 525-92-2959	64.0		85.0	4.0	153.0
Buxton, R. 544-84-6688			8.0	19.0	27.0
Coyle, B. 540-40-8758	68.0		110.5	19.0	197.5
Edwards, S. 549-64-8283	68.0		106.5	19.0	193.5
TOTAL HOURS:	292.0		646.5	233.5	1172.0

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS-EMPLOYERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
Butler-Sealant ER #1113

		1985 SEPTEMBER	R/CHG	OCTOBER	NOVEMBER	TOTAL
CONTRIBUTIONS:						
HEALTH & WELFARE	$2.41	$703.72	$2.00	$1293.00	$467.00	$2463.72
PENSION	1.50	438.00	1.50	969.75	350.25	1758.00
TRAINING	0.15	43.80	0.15	96.98	35.03	175.81
CIAF	0.07	20.44	0.07	45.26	16.35	82.05
VACATION	1.00	292.00	1.00	646.50	233.50	1172.00
DUES	0.35	102.20	0.35	226.28	81.73	410.21
SUBTOTAL		1600.16		3277.77	1183.86	6061.79
INTEREST		103.43		180.38	54.29	338.10
LIQUID. DAMAGES		182.31		365.75	135.29	683.35
TOTAL		$1885.90		$3823.90	$1373.44	$7083.24

INTEREST WAS CALCULATED AT THE RATE OF 12% PER ANNUM FROM THE DUE DATE OF EACH DELINQUENCY TO MAY 20, 1986.

June 26, 1986

CON 5 - #9809

Oregon Laborers Employers
Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Thank you for your notice dated June 2, 1986, releasing claim dated April 14, 1986, in the amount of $15,067.10.

You state this is in reference to the Kasler Corporation Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black Insurance Services
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 5-15-86; CL 1986-0188

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
6-26-86cc

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS is releasing the claim dated April 14, 1986 in the sum of $15,067.10, which Kasler Corp. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and The Travelers is the surety for that project known as N. Powder-Baldock Slough.

Project #9809

DATED: 6/2/86

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97202

227-6012

cc: Secretary of State
John Widmer

RECEIVED
JUN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1809

STATE OF OREGON
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 2, 1986

In Reply Refer To
File No.:
CON 5 - 9809

Barrier West
P. O. Box 12129
Portland, OR 97212-0129

Attention: Nicholas Storie
Vice President

Thank you for your letter of May 27, 1986, advising us that your claim against Kasler Corporation has been paid in full.

This appears to be in reference to the Kasler Corporation Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Attn: Surety Department
111 SW 5th, #1600
Portland, OR 97204

Corroon & Black of Oregon
1600 SW 4th Avenue
Portland, OR 97201

bc: Secretary of State: Filed 2-5-86; CL 1986-0050

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-30-86 azm

[illegible]

P.O. BOX 12129
PORTLAND, OREGON 97212-0129
(503) 287-1775

May 27, 1986

DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

Reference: CON 5
~~#9808~~
9809

Dear Mr. Gormsen,

The claim against KASLER CORPORATION has been paid in full upon receipt of check from The Travelers Indemnity co. dated 5/09/86.

Thank you for your time and trouble on our behalf.

Sincerely,

Nicholas Storie, Vice-President
BARRIER WEST

NS/tk

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 2, 1986

CON 5 - 9809

Alpine Equipment Rentals and Supply Co.
3409 Everett Avenue
Everett, WA 98201

Attention: J. G. Schneider
Vice President

Thank you for your letter of May 13, 1986, advising us that the claim you filed in the amount of $1,706.49 plus interest has been paid.

You state this was in connection with Kasler Corporation Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Attn: Surety Department
111 SW 5th, #1600
Portland, OR 97204

Corroon & Black of Oregon
1600 SW 4th Avenue
Portland, OR 97201

bc: Secretary of State; Claim filed 5-19-86 CL 1986-0178

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-30-86 azm

Alpine
Service • Rentals • Sales
Equipment Rentals and Supply Company
• **Everett** / 3409 Everett Avenue, Everett, Washington 98201 / Phone (206) 259-6108
• **Redmond** / 9045 Willows Road, Redmond, Washington 98052 / Phone (206) 885-4101
• **Tacoma** / 2202 Center Street, Tacoma, Washington 98409 / Phone (206) 383-1515

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310
Attn: Robert Gormsen

THIS IS TO CERTIFY that a certain claim filed against the retained funds/ retainage bond of Kasler Corporation, contractor and against the performance bond taken from Corroon and Black of Oregon, surety, for the sum of $1,706.49 dollars and costs and attorney's fees on contract for improvement of Sign Route No. 84, North Powder to Baldock Slough concrete overlay.

Contract No. 9809 heretofore filed by the undersigned in the office of the Oregon State Highway Division at Salem, Oregon, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated this 13th day of May, 1986.

Alpine Equipment Rentals and Supply Co., Inc.
3409 Everett Avenue
Everett, WA. 98201

JGSchneider

by: J.G. Schneider, Vice President

cc: Kasler Corp.
Corroon & Black of Oregon
Butler Sealant

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

98[illegible]

bbc: Joe Schlieski

May 20, 1986

CON 5 - #9809

Gyllenberg Construction
P.O. Box 1003
Baker, OR 97814

We received your letter in our office on May 7, 1986, which was addressed to Joe Schlieski, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY: Gyllenberg Construction

AMOUNT: $427.50

FOR: Labor and Equipment Rental

AGAINST (Prime contractor): Kasler Corporation

SUBCONTRACTOR: Yurok Contractors

CONTRACT NO.: 9809

PROJECT: North Powder-Baldock Slough Section, Old Oregon Trail, Baker County

SURETY: The Travelers Indemnity Company

AGENT: Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

FKN:cb

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
111 S.W. 5th #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

OREGON STATE HIGHWAY DEPARTMENT

TO: Commission Services

SUBJECT: North Powder - Baldock Slough

FROM: Joseph A. Schlieski
Project Manager

DATE: May 5, 1986

Attached find letter and invoices concerning monies owed to Gyllenberg Construction.

cc: Kasler
file

J A SCHLIESKI OFFICE
— CH
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
MAY 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

GYLLENBERG CONSTRUCTION
P.O. BOX 1003
BAKER, OREGON 97814

Record# notes
3 Joe Selosky
P.O. Box 850
LaGrande, Or
97850

The enclosed invoices represent the unpaid balance owing to Gyllenberg Const. for labor and equipment rental on the guard rail anchors for job #9809. I hereby make claim for the unpaid balance of $427.50 to yuroc cont. or their representatives. Thank you.

Sincerely,
Brent C. Gyllenberg
Brent C. Gyllenberg, Owner

RECEIVED
MAY 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2373

GYLLENBERG CONSTRUCTION
P.O. BOX 1033
BAKER, OREGON 97814

CUSTOMER'S ORDER NO.	DEPT.	DATE 11/25

NAME Yuroc Cont.

ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE.RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
2.5	1	hrs. Auger Truck.	45^{00}	112	50
	2				
	3				
	4				
	5	Balance Due		112	50
	6				
	7	Thank You.			
	8				
	9				
	10				
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18				

REC'D BY

REDIFORM®
5H 350

KEEP THIS SLIP
FOR REFERENCE

2375

GYLLENBERG CONSTRUCTION
P.O. BOX 1093
BAKER, OREGON 97814

CUSTOMER'S ORDER NO.	DEPT.	DATE 12/10/85

NAME Yuroc Cont.

ADDRESS 90629 Georgetown Rd. Junction City

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE.RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
7	1	Hrs Auger Tck Time	45.00	315	00
	2				
	3				
	4	Thank You			
	5				
	6	Burt.			
	7				
	8				
	9				
	10				
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18				

REC'D BY

REDIFORM® 5H 350

KEEP THIS SLIP FOR REFERENCE

CL 1986-0188
9809

FILED
MAY 15 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 14, 1986

CON 5 - #9809

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

We have received your Notice of Claim dated April 8, 1986, and your revised claim dated April 14, 1986, against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
REVISED AMOUNT:	$15,067.10, including $1,473.78 liquidated damages and interest in the amount of $516.46
FOR:	Fringe benefits due employees of Yurok Contractors, Inc.
AGAINST (Prime contractor):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/21/86 CB

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Yurok Contractors, Inc., working under the jurisdiction of OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $12,682.16 which includes liquidated damages of $1,236.65, interest in the amount of $477.77 against Bond No. (unknown), issued on (unknown), which Kasler Corp. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as N. Powder-Baldock Slough.

Project #9809

DATED: 4/8/86

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97202

227-6012

cc: Secretary of State

RECEIVED
APR 9 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REVISED
OREGON LABORERS-EMPLOYERS TRUST
SCH[illegible]LE OF UNREPORTED HOURS AND DEL[illegible]QUENT AMOUNTS
PAYROLL EXAMINATION OF
Yurok Contractors, Inc. Er#8755 OSHD #9809 N. Powder-Baldock Slough

		JULY	AUGUST	SEPTEMBER	R/CHG	OCTOBER	NOVEMBER	TOTAL
Rich, M. R. 542-78-5818		35.0	152.0	41.5		90.5	126.0	445.0
Banes, L.T. 543-60-8451		16.0		48.0		104.0	39.0	207.0
Bruck, T. K. 544-84-6229		18.0	114.0	87.0		115.0	83.0	417.0
Ridling, C. E. 542-74-3288		16.0		40.5		107.5	33.5	197.5
McKim, K. 543-88-5041			35.0	113.5		16.0	12.0	176.5
Prairie, R. 541-66-1556				43.5		91.0	70.5	205.0
Lenz, D. C. 540-50-8468		16.0						16.0
Boyd, E. 297-36-9359		18.5	153.5	42.0				214.0
Hull, R. 541-32-9083				63.0		26.0		89.0
Hunter, A. 541-60-3682				63.0		26.5		89.5
Sankus, T. Not avail.							16.5	16.5
TOTAL HOURS:		119.5	454.5	542.0		576.5	380.5	2073.0
CONTRIBUTIONS:								
HEALTH & WELFARE	$2.41	$288.00	$1095.35	$1306.22	$2.00	$1153.00	$761.00	$4603.57
PENSION	1.50	179.25	681.75	813.00	1.50	864.75	570.75	3109.50
TRAINING	0.15	17.93	68.18	81.30	0.15	86.48	57.08	310.97
CIAF	0.07	8.37	31.82	37.94	0.07	40.36	26.64	145.13
VACATION	1.00	119.50	454.50	542.00	1.00	576.50	380.50	2073.00
DUES	0.35	41.83	159.08	189.70	0.35	201.78	133.18	725.57
SUBTOTAL		654.88	2490.68	2970.16		2922.87	1929.15	10967.74
INTEREST		42.34	137.99	137.13		107.23	53.08	477.77
LIQUID. DAMAGES		77.56	280.97	334.11		326.69	217.32	1236.65
TOTAL		$774.78	$2909.64	$3441.40		$3356.79	$2199.55	$12682.16

INTEREST WAS CALCULATED AT THE RATE OF 12% PER ANNUM
FROM THE DUE DATE OF EACH DELINQUENCY TO MARCH 20, 1986.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

REVISED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS is revising the claim dated April 8, 1986 for fringe benefits due to the employees of Yurok Contractors, Inc., working under the jurisdiction of OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, to the sum of $15,067.10 which includes liquidated damages of $1,473.78 and interest in the amount of $516.46 against Bond No. (unknown), issued on (unknown), which Kasler Corp. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and (unknown) is the surety for that project known as N. Powder-Baldock Slough.

Project #9809

DATED: 4/14/86

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97202

227-6012

cc: Secretary of State

RECEIVED
APR 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Page 1 of 2

REVISED
OREGON LABORERS-EMPLOYERS TRUST
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
Yurok Contractors, Inc. Er#8755 OSHD #9809 N. Powder-Baldock Slough

RECEIVED
AUG 1986

	1985 JULY	AUGUST	SEPTEMBER	R/CHG	OCTOBER	NOVEMBER	DECEMBER	TOTAL
Rich, M. R. 542-78-5818	35.0	152.0	41.5		90.5	126.0	107.0	552.0
Banes, L.T. 543-60-8451	16.0		48.0		104.0	39.0	66.5	273.5
Bruck, T. K. 544-84-6229	18.0	114.0	87.0		115.0	83.0	105.5	522.5
Ridling, C. E. 542-74-3288	16.0		40.5		107.5	33.5	57.5	255.0
McKim, K. 543-88-5041		35.0	113.5		16.0	12.0		176.5
Prairie, R. 541-66-1556			43.5		91.0	70.5	79.5	284.5
Lenz, D. C. 540-50-8468	16.0							16.0
Boyd, E. 297-36-9359	18.5	153.5	42.0					214.0
Hull, R. 541-32-9083			63.0		26.0			89.0
Hunter, A. 541-60-3682			63.0		26.5			89.5
Sankus, T. Not avail.						16.5		16.5
TOTAL HOURS:	119.5	454.5	542.0		576.5	380.5	416.0	2489.0

REVISED

OREGON LABORERS-EMPLOYERS TRUST
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
Yurok Contractors, Inc. Er#8755 OSHD #9809 N. Powder-Baldock Slough

		1985 JULY	AUGUST	SEPTEMBER	R/CHG	OCTOBER	NOVEMBER	DECEMBER	TOTAL
CONTRIBUTIONS:									
HEALTH & WELFARE	$2.41	$288.00	$1095.35	$1306.22	$2.00	$1153.00	$761.00	$832.00	$5435.57
PENSION	1.50	179.25	681.75	813.00	1.50	864.75	570.75	624.00	3733.50
TRAINING	0.15	17.93	68.18	81.30	0.15	86.48	57.08	62.40	373.37
CIAF	0.07	8.37	31.82	37.94	0.07	40.36	26.64	29.12	174.25
VACATION	1.00	119.50	454.50	542.00	1.00	576.50	380.50	416.00	2489.00
DUES	0.35	41.83	159.08	189.70	0.35	201.78	133.18	145.60	871.17
SUBTOTAL		654.88	2490.68	2970.16		2922.87	1929.15	2109.12	13076.86
INTEREST		42.34	137.99	137.13		107.23	53.08	38.69	516.46
LIQUID. DAMAGES		77.56	280.97	334.11		326.69	217.32	237.13	1473.78
TOTAL		$774.78	$2909.64	$3441.40		$3356.79	$2199.55	$2384.94	$15067.10

INTEREST WAS CALCULATED AT THE RATE OF 12% PER ANNUM
FROM THE DUE DATE OF EACH DELINQUENCY TO MARCH 20, 1986.

RECEIVED

CL 1986-0178

9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #9809

May 14, 1986

Alpine Equipment Rentals and Supply Co.
3409 Everett Avenue
Everett, WA 98201

Attention: J. G. Schneider
Vice President

We have received your letter dated April 14, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Alpine Equipment Rentals and Supply Co., Inc.
AMOUNT:	$1,706.49 plus interest
FOR:	Equipment rental
AGAINST (Prime contractor):	Kasler Corporation
SUBCONTRACTOR:	Butler Sealant
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

NOTED ON CARD
5/21/86 CB

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

Alpine
Service • Rentals • Sales
Equipment Rentals and Supply Company
• Everett / 3409 Everett Avenue, Everett, Washington 98201 / Phone (206) 259-6108
• Redmond / 9045 Willows Road, Redmond, Washington 98052 / Phone (206) 885-4101
• Tacoma / 2202 Center Street, Tacoma, Washington 98409 / Phone (206) 383-1515

Oregon State Highway Division
121 Transportation Bldg.
Salem, Oregon 97310
Attention: Robert Gormsen

NOTICE IS HEREBY GIVEN that the undersigned, Alpine Equipment Rentals and Supply Company, Inc., a Washington Corporation, has a claim in the sum of $1,706.49 plus interest at 18% per annum from December 10, 1985, against the bond taken from Kasler Corporation, as principal, and Corroon and Black of Oregon, as surety, for the work of contract #9809, North Powder to Baldock Slough concrete overlay. Said claim is for equipment rented by sub contractor Butler Sealant.

NOTICE IS FURTHER HEREBY GIVEN that the undersigned has a claim for said sum against the sum retained by said public body as a trust fund for the protection and payment of the undersigned. In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $450.00 as attorney's fee, and the sum of $450.00 to defray costs of said action.

Dated this 14th day of April, 1986.

Alpine Equipment Rentals and Supply Co., Inc.
3409 Everett Avenue
Everett, WA. 98201

JGSchneider

by: J. G. Schneider, Vice President

cc: Kasler Corp.
Corroon & Black of Oregon
Butler Sealant

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0185
1809

FILED
MAY 14 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 13, 1986

CON 5 - #9809

FarWest Concrete Co.
3203 15th Street
Baker, OR 97814

Attention: Robert D. Goodrich
Manager

We have received your March 11, 1986, letter filing a claim against the following Highway Division contract:

FILED BY:	FarWest Concrete Co.
AMOUNT:	$585.47
FOR:	Material
AGAINST (prime contractor):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black

On April 2, 1986, we received your letter stating that payment has been made in full on this claim.

This information will be noted in our records and we will advise the surety, agent, and contractor.

ORIGINAL SIGNED
ROBERT W. GORMSEN

NOTED ON CARD
5/21/86 CB

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FarWest Concrete Co.
3203 15th St. Baker, Oregon 97814
503-523-5116

April 2, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract No. 9809
North Powder-Baldock Slough
Section, Old Oregon Trail,
Baker County

Dear Mr. Gormsen:

This is to inform you that FarWest Concrete Company has received payment in full from Kasler Corporation of San Bernardino, Ca.

Thank you for your assistance with this matter.

Sincerely,

Robert D. Goodrich,
Manager

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FarWest Concrete Co.

3203 15th St. Baker, Oregon 97814

503-523-5116

March 11, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract No. 9809
North Powder-Baldock Slough
Section, Old Oregon Trail,
Baker County

Dear Mr. Gormsen:

On December 9, 1986, FarWest Concrete Co. supplied concrete to Kasler Corporation of San Bernardino, Ca.

As of February, 28, 1986, there is a past due balance of $585.47.

This is your notice of claim by FarWest Concrete Co.

Sincerely,

Robert D. Goodrich,
Manager

cc: Kasler Corportation
P. O. Box 387
San Bernardino, Ca. 92402

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0151
9809

FILED
MAY 15 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 13, 1986

CON 5 - #9809

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

We have received a copy of your letter dated April 15, 1986, with attached Notice of Claim concerning the following Highway Division contract:

FILED BY:	AGC - Operating Engineers Local 701 Trust Funds
AMOUNT:	$2,706.60 together with liq. damages of $292.94 and interest until paid
FOR:	Fringe benefits due employees of Yurok Contractors, Inc.
AGAINST (Prime contractor):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section Old Oregon Trail Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/21/86 CB

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 129 582 485

April 15, 1986

Kasler Corporation
P. O. Box 69
Baker, OR 97814

RE: Project: OSHD #9809 - Old Oregon Trail Section - North Powder - Baldock Slough, Baker County, Oregon
Prime: Kasler Corporation
Sub.: Yurok Contractors, Inc.
Surety: Travelers Indemnity Co.

Gentlemen:

Enclosed please find Notice of Claim on Public Works Bond regarding fringe benefits due to the AGC - Operating Engineers Local 701 Trust Funds for work performed by employees of Yurok Contractors, Inc. Copies of the Bond Claim have been forwarded to the Secretary of State, Department of Transportation, The Travelers Indemnity Co., and Yurok Contractors, Inc.

The total amount due as of April 20, 1986 is the amount of $3,159.35. We would appreciate hearing from you regarding when we may expect payment.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BJF:jmf

Enclosure

cc: Yurok Contractors, Inc.
State of Oregon - Dept. of Trans. ✓
Secretary of State
The Travelers Indemnity Co.

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

I.U.O.E. Local 701

AGC Oregon-Columbia Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

[illegible] RECEIPT REQUESTED RRR#P 129 582 487

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of YUROK CONTRACTORS, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of TWO THOUSAND SEVEN HUNDRED SIX AND 60/100ths DOLLARS, ($2,706.60) contributions together with liquidated damages of TWO HUNDRED NINETY TWO AND 94/100ths DOLLARS, ($292.94) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. 404F003-5/927F757-4 on which KASLER CORPORATION is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, is the owner, and THE TRAVELERS INDEMNITY CO. is the surety, for that project known as OSHD #9809 - OLD OREGON TRAIL SECTION - NORTH POWDER - BALDOCK SLOUGH, BAKER COUNTY, OREGON.

DATED: April 15, 1986

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison
Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

***Subject to revision

RECEIVED
APR 17 1986

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PER CERTIFED PAYROLLS THROUGH 11/16/85 ONLY
YUROK CONTRACTORS, INC.
PROJECT: OSHD 9809 - NORTH POWDER BALDOCK SLOUGH
Employer #4343

					1985			
		July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
542-74-4805	Rich, S.L.		108.0					108.0
541-34-0101	Winebrenner, K.J.	8.0	126.0	88.5	75.0			297.5
539-44-2426	Vanderveem, G.D.					36.5	36.5	73.0
571-02-8107	Campbell, B.			40.0				40.0
		8.0	234.0	128.5	75.0	36.5	36.5	518.5
Health & Welfare	@$2.48	$19.84	$ 580.32	$318.68	$186.00	$ 90.52	$ 90.52	$1,285.88
Pension	@$1.47	11.76	343.98	188.90	110.25	53.66	53.66	762.21
Training	@$ .20	1.60	46.80	25.70	15.00	7.30	7.30	103.70
CIAF	@$ .07	.56	16.38	9.00	5.25	2.56	2.56	36.31
Vacation	@$1.00	8.00	234.00	128.50	75.00	36.50	36.50	518.50
Subtotal		$41.76	$1,221.48	$670.78	$391.50	$190.54	$190.54	$2,706.60
Liquidated Damages		9.12	125.51	67.08	43.63	23.80	23.80	292.94
Interest (to 4/20/86)		3.28	84.35	39.72	19.30	7.52	5.64	159.81
Total		$54.16	$1,431.34	$777.58	$454.43	$221.86	$219.98	$3,159.35

[illegible]

April 15, 1986

CON 5 - #9809

Charles R. Watts Company
4121 6th Avenue N.W.
Seattle, WA 98107

Attention: Sandy L. Findlay
Credit Manager

Thank you for your letter of March 6, 1986, advising that the claim you filed against Kasler Corporation has been satisfied.

You stated this is in reference to the Kasler Corporation Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Company
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

Corroon & Black Insurance Service
P.O. Box 90190
Pasadena, CA 91109-0400

NOTED ON CARD
4-15-86cc

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

412 SIXTH AVENUE NORTHWES / SEATTLE, WASHINGTON 98 / TELEPHONE (206) 783-8400

charles r.
watts
company

March 6, 1986

Oregon Department of Transportation
Transportation Building
Salem, Oregon
97310

Attention: Robert Gormsen

Dear Mr. Gormsen:

Please be advised that ~~the~~ claim filed by the Charles R. Watts Company (CON-S-9809) against the Kasler Corporation, has been satisfied in full. In December 1985, we received Kasler Corporation's check #06731 for $32,312.29. As I stated before, this was payment in full on the project known as North Powder-Baldock Slough. We release any and/or all claims against the Kasler Corporation.

Sincerely,

CHARLES R. WATTS COMPANY

Sandy L. Findlay

Sandy L. Findlay
Credit Manager

SLF/jlp

RECEIVED
MAR 10 1986
COMMISSION [illegible] SERVICES

CONSTRUCTION MATERIALS AND SERVICES

9207

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 2, 1986

In Reply Refer to
File No.:
CON 3

Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

RE: North Powder-Baldock Slough
FAP No. IR-84-7(6)284
Contract No. 9809
Underpayment of Wages and Fringe Benefits

Your subcontractor, Yurok Contractors, Inc., produced or caused to be produced temporary barriers for the above project. The proper wage rates plus fringe benefits were not paid to employees producing the barriers.

Our position considering this activity as work covered under the contract has not changed. This decision includes the review of the comprehensive letter and response for additional information from Charles Schrader, attorney for Yurok Contractors, Inc.

Please require your subcontractor to pay the correct wage rate, including fringe benefits, with copies of canceled checks (front and back) furnished as proof of payment to the employees affected.

Should you choose to appeal our determination, you must make a formal request through us, pursuant to 29 CFR Part 5, for further processing by the Federal Highway Administration.

J. L. Widmer
J. L. Widmer
EEO, MBE, and Labor Compliance

JLW:sc

cc: Charles Schrader

bc: Dale E. Wilken, FHWA
Larry Rulien
Jack Sollis
R. D. Hector
Joe Schlieski

04021s

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-2023 (2-85)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 4, 1986
IN REPLY REFER TO
HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ

Orig to
3/7

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
[illegible] E. [illegible]
[illegible] Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

FarWest Concrete Co.
3203 15th St. Baker, Oregon 97814
503-523-5116

files

March 3, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

This letter is to inform you that we have not received payment or intent of payment from Yurok Contractors, Contract NO. 9809. At this time, with interest added, the balance on this claim is $353.17.

We will continue to keep you informed about this matter and will contact you promptly when we have received payment.

Thank you for your help with this matter.

Sincerely,

Robert D. Goodrich
Manager

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Yurok Contractors
90629 Georgetown Rd.
Junction City, OR. 97448

This advises of status only -
fbr

RECEIVED
MAR 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed on 12/20/85 in amt of $342.81-

1984 North Powder-Baldock Sl. 9809
Sec. of Old Oregon Trail Hwy.
(Paving)

CL 1986-00083

7327

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 10, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9809

Scheler Mfg. Ltd., dba Baker Welding
3185 11th Street
Baker, OR 97814

Joe Schlieski of the La Grande Highway Division office has forwarded your letter of January 7, 1986, concerning an outstanding bill on the following Highway Division contract:

FILED BY:	Scheler Mfg. Ltd., dba Baker Welding
AMOUNT:	$1,600.25 plus a monthly interest charge
AGAINST (Prime contractor):	Kasler Corporation
SUBCONTRACTOR:	Yurok Contractors, Inc.
CONTRACT NO:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 SW Fifth #1600
Portland, OR 97204

Corroon & Black Ins. Svcs.
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 ce

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EAGLE CAP®
THE FIREPLACE HEATING SYSTEM

Scheler Mfg. Ltd., dba BAKER WELDING
3185 Eleventh Street • Baker, Oregon 97814
503-523-5324

January 7, 1986

Mr. Joe Schelieski
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

RE: Kasler Corporation
North Powder-Baldock Slough
O.S.H.D. Project #9809

Dear Mr. Schelieski:

This letter is to notify you as Project Manager for #9809 that the following bill is outstanding against Yurok Contractors Inc. The attached August 21, 1985 letter from Yurok states that a joint check is to be issued from Yurok and Kasler Corp. On August 28, 1985, Mr. Art Dieze of Kasler Corp. said his letter stated that Baker Welding was to be paid from the 5% retension money. On December 4,1985, Mr Dieze indicated that the joint check was ready to mail to Yurok. On January 7, 1986, Mr. Dieze said that Kasler main office had instructions from Yurok not to issue the check. The unpaid balance on this account is $1,600.25, with a monthly interest charge for each month it remains unpaid. We would like to be paid as soon as possible.

We extended credit to Yurok, after checking contractor refrences, mainly because of their involvement in a Federal project. In our economically deprived area, these kinds of situations are an additional financial drain on the community. Judge Larry Smith has done everything he can do to help. Attached is his letter to Tony Yturri, Oregon Transportation Commission.

We appreciate your help in this matter.

Sincerely yours,

Phil Scheler
President

PES/d
cc: Judge Larry Smith
N.F.I.B.
Mr. Jeff Kasler

RECEIVED
[illegible] 1986
[illegible]

Enclosures

3105 Eleventh Street • Baker, Oregon 97814
503-523-5324

PHIL SCHELER

eagle cap fireplace co.

TO: ______________________________

____

____

PLEASE DETACH AND RETURN THIS PORTION WITH YOUR REMITTANCE.

DATE	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE
	PREVIOUS BALANCE				

RECEIVED

Past due balance on which finance charge is computed ______________

TERMS: A FINANCE CHARGE OF 2% PER MONTH (24% ANNUAL PERCENTAGE RATE) with a minimum of $1.00 per month, charged on all accounts past due. Accounts due and payable 10 Days following date of billing.

The balance on which the finance charge is applied is the balance due 10 days following last month's billing less any payments received. No finance charge if paid by the last day of the month following billing. Closing date of the billing cycle is the last day of the month and the account balance outstanding on that date is the last amount shown above. Any purchases made after that date will appear on next month's statement. Balance due must be paid by the last day of the month to avoid additional finance charges. Payments apply first to accumulated finance charges, then to balance due.

Address for notice of billing errors:
BAKER WELDING, 3105 11th St., Baker, OR 97814

ASSOCIATED BUSINESS FORMS
FORM 1295

Collectors FOLLOWUP JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC B

NAME Yurock Const.
ADDRESS 90629 Georgetown Rd.
CITY Junction City, Or. 97448.

DATE	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE	PREVIOUS BALANCE
	Bal Fwd.				1393 17	
[illegible]	[illegible]	27 80			1420 97	1393 17
7/[illegible]	Billed PAST DUE				1420 97	
8/30	15554 Int	20 42			1441 39	1420 97
8/31	Billed PAST DUE				1441 39	
[illegible]	15664 Int	36 99			1478 38	1441 39
[illegible]	Billed PAST DUE				1478 38	
[illegible]	16032 Int	26 57			1504 95	1478 38
9/[illegible]	Billed PAST DUE				1504 95	
10/29	16341	30 16			1538 11	1504 95
10/31	Billed PAST DUE				1538 11	
11/[illegible]	16516 INT	30 76			1568 87	1538 11
11/30	Billed				1568 87	
12/30	16856	31 38			1600 25	1568 87
12/31	Billed				1600 25	

NAME YUROK CONSTRUCTION INC.
ADDRESS 90629 GEORGETOWN RD.
CITY JUNCTION CITY, OR 97448

DATE	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE	PREVIOUS BALANCE
[illegible]	[illegible]				[illegible]	-0-
[illegible]	[illegible]				[illegible]	188 75
[illegible]	[illegible]				[illegible]	201 25
[illegible]	[illegible]				[illegible]	327 50
1/28	[illegible]				[illegible]	341 50
[illegible]	[illegible]				[illegible]	
[illegible]	[illegible]				[illegible]	1579 50
[illegible]	[illegible]				[illegible]	1599 50
[illegible]	[illegible]				[illegible]	
[illegible]	[illegible]				[illegible]	20 00
[illegible]	[illegible]				[illegible]	33 20
[illegible]	[illegible]				[illegible]	45 20
[illegible]	[illegible]				[illegible]	
[illegible]	[illegible]				[illegible]	25 20
[illegible]	[illegible]				[illegible]	159 84
[illegible]	[illegible]				[illegible]	166 84
[illegible]	[illegible]					
5/11	ROA Ck # 1121			25 00	391 34	416 84
[illegible]	[illegible]				[illegible]	391 34
	[illegible]				[illegible]	[illegible]
[illegible]	[illegible]				[illegible]	
[illegible]	[illegible]				[illegible]	639 52
[illegible]	[illegible]				[illegible]	653 52
[illegible]	[illegible]				[illegible]	1133 22

YUROK CONTRACTORS, Inc.
90629 Georgetown Road
Junction City, Oregon 97448
(503) 935-7342

August 21, 1985

Baker Welding
3185 Eleventh Street
Baker, OR 97814

RE: Kasler Corporation
North Powder - Baldock Slough
OSHD Project #9809

Gentlemen:

We are in the process of obtaining a joint check on the above project for the amount we owe you of 1420.97

We are sorry payment has been delayed and wish to thank you for your patience.

Very truly yours,

YUROK CONTRACTORS INC.

Benton L. Campbell
President

BLC/jgp

BAKER COUNTY
COURTHOUSE
BAKER, OREGON
97814

December 26, 1985

Tony Yturri
Oregon Transportation Commission
89 S.W. 3rd
P.O. Drawer S
Ontario, Oregon 97914

Dear Mr. Yturri:

Interstate 84 has been renovated recently in the vicinity of Baker. Local services and materials have been utilized in support of the effort. We appreciate that opportunity.

Our problem has been that, relative to a sub-contractor, several local businesses have not been paid for their effort. Three that we are aware of are Charlie's Rentals, Baker Welding and Sam Stahl. We understand there may be three others involved.

We (County Court) have contacted the involved contractors (prime and sub) and the regional (LaGrande) highway office. Joe Schlieski, the state representative on the project, has been very cooperative, helpful, and sympathetic. His capability in this matter is very limited and he has been unsuccessful in getting results. So have we.

We disagree, at least on the morality of the issue, that the state has no responsibility. Local business people accept the fact that it is a state project on its face, right or wrong, and therefore safe. They do not realize that the state has no hammer to cause payment of routine just debts of this nature if same is not forthcoming.

We recognize that the lien process, the request for bonding monies and other processes are available. They are all extremely time excessive (often over a years delay) and expensive because of legal issues requiring an attorney. In our economically lagging area, the business people simply cannot afford the expense.

The bottom line must be that they have supplied services/materials in good faith, cannot get paid, and need your assistance to correct this problem as soon as possible.

Additionally, we highly recommend that future contracting requires local business be properly and promptly paid for services rendered and that the state retain within the contract the hammer to ensure this is done.

Sincerely,

Larry L. Smith
County Judge

Ben K Dunleavy

Ben Dunleavy
County Commissioner

Rod McCullough

Rod McCullough
County Commissioner

LLS/dg
cc: Robert Hector Regional Director
Fred Miller Department of Transportation
Charlie's Rentals
Baker Welding
Sam Staal
Governor Atiyeh

RECEIVED
[illegible] 1986

January 24, 1986

CON 5
#9809

Baker Redi-Mix, Inc.
P.O. Box 825
Baker, OR 97814

Attention: Tom Scott
Manager

Thank you for your letter of January 3, 1986, informing us that you have received $6,078.60 from Butler Sealant.

This was in reference to a claim you filed on Kasler Corporation's Contract No. 9809 for paving the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97297

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
1-24-86 cc

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

January 3, 1986

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

On January 2, 1986, Baker Redi-Mix received a check in the amount of $6,078.60 from Butler Sealant.

We consider this claim paid in full.

Sincerely,

Tom Scott
TR.M.

Tom Scott, Manager
Baker Redi-Mix, Inc.

RECEIVED
JAN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 24, 1986

CON 5
#9809

LT Contractors, Inc.
Highway Division
P.O. Box 11249
Portland, OR 97211

Attention: Drew Whittle
Area Manager

Thank you for your letter of January 7, 1986, informing us that you have received a check in the amount of $801.06 from Kasler Corporation.

This was in connection with a claim filed against Kasler Corporation on Contract No. 9809 for paving the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

This information will be noted in our records and we will advise the surety, agent and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
1-24-86 cc

L T CONTRACTORS, INC.
HIGHWAY DIVISION
P.O. Box 11249
Portland, Oregon 97211
(503) 283-1577

CORPORATE HEADQUARTERS:
P.O. Box 4448
Sunriver, Oregon 97702
(503) 593-8163

January 7, 1986

Mr. Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 #9809

Dear Mr. Gormsen:

This letter is to acknowledge receipt of check number 06737 from Kasler Corporation in the amount of $801.06 in full payment of the claim against Butler Sealant on the North Powder-Baldock Slough project.

A copy of the above mentioned check is attached.

Sincerely,

L T CONTRACTORS, INC.

Drew Whittle

Drew Whittle
Area Manager

DW:jr
Enclosure
cc: Corroon & Black of Oregon
Kasler Corporation
The Travelers Indemnity Company - Surety Department

RECEIVED
JAN 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KASLER CORPORATION P.O. BOX 387 • SAN BERNARDINO, CA. 92402

DATE	REFERENCE	AMOUNT	REMARKS
/5/85	2301101	801.06	G/L 230-B230

RECEIVED
JAN 0 2 1986
LT CONTRACTORS, INC.

RECEIVED
DEC 2 3 1985
LT CONTRACTORS, INC.

PLEASE DETACH THIS REMITTANCE ADVICE BEFORE DEPOSITING CHECK

KASLER CORPORATION
GENERAL ENGINEERING CONTRACTORS
P.O. BOX 387 • SAN BERNARDINO, CALIFORNIA 92402

INLAND EMPIRE CORPORATE BANKING GROUP
Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION
P.O. BOX 711
303 NORTH "D" STREET
SAN BERNARDINO, CA 92401

№ 06737

16-66
1220

DATE 12/16/85

AMOUNT $801.06

PAY The sum of 801 dols 06 cts

TO THE ORDER OF
42414
Butler Sealant
AND L. T. Contractors
11525 E. Marginal Way S.
Seattle, Washington 998168

KASLER CORPORATION

⑈0006737⑈ ⑆122000661⑆ 14966⑈00304⑈

RECEIVED
JAN 8 1986
[illegible]

CL 1986-0058

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 23, 1986

CON 5
#9809

IN REPLY REFER TO
FILE NO.:

Pellissier Trucking, Inc.
P.O. Box 192
The Dalles, OR 97058

We have received your letter dated January 10, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Pellissier Trucking, Inc.
AMOUNT:	$4,379.29
FOR:	Freight charges
AGAINST (Prime contractor)	Kasler Corporation
SUBCONTRACTOR:	Yurok Contractors
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Service

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMS

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD
5/20/86 CB

PELLISSIER TRUCKING, Inc.
P. O. Box 192
THE DALLES, OREGON 97058

(509) 767-1161

January 10, 1986

Bob Goramsen
Commission Services
Transportation Building
Salem, OR 97310

Re: Contract # 9809
North Powder/Baldock Slough

We wish to submit a claim in the amount of $4,879.29, (Four thousand eight hundred seventy nine dollars and twenty nine cents) for unpaid freight charges which were billed to Yurock Contractors, 90629 Georgetown Road, Junction City, OR 97448.

We have contacted this firm numerous times, both by mail and telephone, trying to collect these bills. On September 17, 1985, theypromised payment within a week, however, as of this date we still have not received payment.

The following freight bills remain unpaid:

3/27/85	Pro 27395	591.17
3/27/85	Pro 27397	595.29
3/29/85	Pro 27409	487.49
3/28/85	Pro 27413	576.00
3/29/85	Pro 27414	595.20
3/28/85	Pro 27424	586.75
4/1/85	Pro 27485	384.00
4/1/85	Pro 27534	576.00
3/29/85	Pro 27404	4.48
Late charges due		482.91
Total amount due		$4,879.29

Yours truly
Gwendolyn J. Pellissier
Gwendolyn J. Pellissier
Secy

cc: Yurock Contractors

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0050

47

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 23, 1986

CON 5
#9809 IN REPLY REFER TO FILE NO.:

Barrier West
P.O. Box 12129
Portland, OR 97212-0129

Attention: Nicholas Storie
Vice President

We have received your letter of January 3, 1986, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Barrier West
AMOUNT:	$5,093.75
FOR:	Rental of barrier
AGAINST (Prime contractor)	Kasler Corporation
SUBCONTRACTOR:	Yurok Contractors
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5/20/86 CB

Please advise this office when your claim has been paid.

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

P.O. BOX 12129
PORTLAND, OREGON 97212-0129
(503) 287-1775

January 3, 1985

Bob Goramsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Goramsen,

Re: Contract #9809
North Powder/Baldock Slough

We are submitting a claim for:
Five thousand ninety-three dollare & 75/100 ($5,093.75)

This is for the rental of 2037.5' of concrete median barrier from September 1, 1985 through January 31, 1986.

Thank you for your attention in this matter.

Sincerely,

Nicholas Storie

Nicholas Storie, Vice-President
BARRIER WEST

NS/tk

cc: YUROCK-KASLER CORP.

3 encl.

RECEIVED
JAN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BARRIER WEST
P. O. Box 12129
Portland, Oregon 97212
(503) 287-7166

No. 1085

YUROCK-KASLER CORP.
90629 Georgetown Road
Junction City, Oregon 97448

SHIPPED TO
North Powder
Baldock Slough
KASLER
ART DIAZ

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO	TERMS	F.O.B.	SALESPERSON	SHIPPED VIA
21 Oct.'85	April '85	RA1022		DUE	JOB	J.Cleary	

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
2037.5'	2037.5'	TEMPORARY CONCRETE MEDIAN BARRIER RENTED SEPT.	.50/LF/MO.	$1,018.75
2037.5'	2037.5'	TEMPORARY CONCRETE MEDIAN BARRIER RENTED OCTOBER	.50/LF/MO.	1,018.75
		TOTAL DUE		$2,037.50

RECEIVED
JAN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PC

THANK YOU

BARRIER WEST
P. O. Box 12129
Portland, Oregon 97212
(503) 287-7166

No. 1099

935-7342

YUROCK - KASLER CORP.
90629 GEORGETOWN RD.
JUNCTION CITY, OR.
97448

SHIPPED TO

NORTH POWDER -
BALDOCK SLOUGH

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO.	TERMS	F.O.B.	SALESPERSON	SHIPPED VIA
23 DEC. 85	APRIL 85	RA-1022	RA.1022	DUE	JOB	J. CLEARY	

FOLD HERE

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
2037.5'	2037.5'	TEMPORARY CONCRETE MEDIAN BARRIER NOV.-DEC.	50¢/FT/MO.	$2,037.50
		UNPAID BALANCE INV# 1085		2037.50
		TOTAL DUE		$4,075.00

POSTED

RECEIVED
JAN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 14125 RAPIDFORMS, INC. BELLMAWR, N.J. 08031

THANK YOU

BARRIER WEST
P. O. Box 12129
Portland, Oregon 97212
(503) 287-7166

No. 1103

YUROCK-KASLER CORP.
90629 GEORGETOWN RD
JUNCTION CITY OR.
97448

SHIPPED TO
NORTH POWDER-
BALDOCK SLOUGH

INVOICE DATE	DATE SHIPPED	OUR ORDER NO.	YOUR ORDER NO.	TERMS	F.O.B.	SALESPERSON	SHIPPED VIA
2 JAN 85	APRIL 85	1022		DUE		J. CLEARY	

FOLD HERE

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	PRICE	AMOUNT
2037.5'	2037.5'	TEMPORARY MEDIAN BARRIER RENTAL JAN 86 DUE	50¢/LF.	~~106~~ $1,018.75

RECEIVED
JAN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 14125 RAPIDFORMS, INC. BELLMAWR, N.J. 08031

THANK YOU

STORIE STEEL & WOOD PRODUCTS CO.
503/287-1775

PIPE • PILING • SHEET PILE • BEAMS • MEDIAN BARRIER

CONCRETE BARRIER RENTAL AGREEMENT

RECEIVED
JAN 6 1986

AGREEMENT NO. 1022

STORIE STEEL & WOOD PRODUCTS CO. HEREINAFTER CALLED STORIE, AGREES TO RENT TO THE LESSEE AND THE LESSEE AGREES TO RENT FROM STORIE THE FOLLOWING ACCORDANCE WITH THE TERMS AND CONDITIONS HEREIN SPECIFIED.

ESCRIPTION IN DETAIL ON SHIPPING REPORT NUMBERS	RENTAL CHARGE			
	RENTAL PERIOD	INITIAL RENTAL CHARGE	SUBSEQUENT MONTH MONTHLY RATE (OR FRACTION THEREOF)	ADJUSTMENT VALUE OF BARRIER
TEMPORARY MEDIAN BARRIER WITH PINS	Month To Month	2.50/LF		$13.00/LF
1500' Standard Type (II)	Minimum Rental Period-5 Months	April '85 to August '85	.50/LF	
Pin and Loop Design				
	Beginning Date: As Per First Pick Up			

ANDARD BARRIER RECONDITIONING RATES, IF PLICABLE:

CLEANING $10.00/Hr.
REPAIR $10.00/Hr. + Material
PAINTING N/A
REFLECTORIZE N/A
PINS $3.50/Each

LESSEE RESPONSIBLE FOR ALL APPLICABLE TAXES, DUTIES AND LICENSES.

E REVERSE SIDE REGARDING RECONDITIONING)

ACCESSORIES:

☐ PAINT
☐ REFLECTORS
☐ REMOVAL OF PAINT OR REFLECTORS

MINIMUM RENTAL PERIOD IS ONE MONTH.

INITIAL RENTAL CHARGE & SUBSEQUENT MONTH MONTHLY RATE DOES ☐ DOES NOT ☒ INCLUDE FREIGHT AND TRANSPORTATION CHARGES.

BARRIER IS RENTED F.O.B. –
☒ SHIPPING POINT Troutdale, Oregon
☐ DESTINATION

BARRIER IS TO BE USED ONLY AT THE FOLLOWING JOB LOCATION AND NOT ELSEWHERE:

North Powder Baldock Slew
ODOT # 9809

AT TERMINATION OF RENTAL, BARRIER IS TO BE RETURNED TO: Baker Redi-Mix

WITH FREIGHT FOR ACCOUNT OF ☐ STORIE OR ☒ LESSEE

TO BE COMPLETED BY LESSEE

LESSEE IS:
☒ CORPORATION OF Oregon
STATE OF INCORPORATION
☐ PARTNERSHIP
☐ SOLE PROPRIETORSHIP

CONTRACTOR: ☐ General ☒ Sub-Contractor
Name Of General Contractor Kasler Corporation.

LOCATION OF PRINCIPAL OFFICE:
Benton L. Campbell
NAMES OF OWNERS OR PARTNERS

BONDING COMPANY AND ADDRESS:
Travelers. Indemnity.

THE TERMS AND CONDITIONS ON THE REVERSE SIDE ARE PART OF THIS AGREEMENT – READ THEM CAREFULLY

ORIE STEEL & WOOD PRODUCTS CO.
503/287-1775
P.O. Box 12490
Portland, Oregon 97212
AND STATE ZIP CODE
John M. Cleary
EPRESENTATIVE

Yurok ~~YURROK~~-CONTRACTORS
LESSEE'S NAME
Ben Campbell
ATTN:
90629 Georgetown Road
ADDRESS
Junction City, Oregon 97448
CITY AND STATE ZIP CODE

PAY ALL REMITTANCES DUE PURSUANT TO THIS AGREEMENT AT THE FOLLOWING OFFICE:

P.O. Box 12490
Portland, Oregon 97212

LESSEE MUST SIGN ALL COPIES OF THIS AGREEMENT ON THE REVERSE SIDE HEREOF.

TERMS AND CONDITIONS – READ CAREFULLY

ENTAL PERIOD. The rental period shall begin on and include the date of shipment to the Lessee nd shall end on the date that written notice is received by Storie (Lessor) stating that barrier is ready or inspection and return shipment. Actual return shipment shall be as and when directed by Storie. he Lessee shall pay the rental for the entire rental period at the rate stipulated on the front of this greement, and the amount of rent payable for any fraction of a month beyond the end of the rental eriod indicated on the front of this agreement shall be the full monthly rate.

ERMS OF PAYMENT. Initial rental as stated on the front of this agreement shall be paid in advance r immediately upon notice of shipment of materials; rental thereafter shall be paid monthly in vance.

SSEE'S WARRANTY. The Lessee represents and warrants to Storie that the leased barrier is uitable for the purpose for which the Lessee intends to use it, and undertakes full responsibility for this representation realizing and intending that Storie relies thereon.

AIVER OF DEFECTS. Lessee shall make a complete inspection of the barrier prior to shipment and y claims for defect will be made at that time. If no claims are made, then the Lessee acknowledges id barrier to be in good and serviceable condition.

Storie's only liability with respect to barrier found to be defective shall be the replacement ereof with equivalent product in good condition.

DEMNITY BY LESSEE. The Lessee shall defend, indemnify and hold harmless Storie against all s, damage, claims, penalties, and expenses, including attorneys' fees, arising from any action on count of personal injury, damaged property, or contractual damages occasioned by the placement, ndling, operation, or transportation of said barrier, or defects therein.

ADING, UNLOADING, STORAGE AND TRANSPORATION. Storie shall load barrier for transit the Lessee at Storie's own expense. Unless otherwise provided on the front of this agreement, the ssee at his own expense, shall do all other loading, unloading and hauling and shall pay all charges ruing at his own shipping and receiving point, including but not limited to demurrage and all ight switching charges.

Upon completion of the work the Lessee at Lessee's own expense shall return the barrier in good dition to Storie at the address on the face of this agreement, or shall load the barrier on trucks vided by Storie, or shall place the barrier into storage piles, as stipulated to on the face of this eement.

If Lessee fails to return the leased barrier to Storie or fails to load the barrier on trucks provided Storie, or fails to place the barrier into storage piles, as specified in this agreement, the Lessee pressly agress to pay any and all additional costs incurred by Storie associated with Storie loading d/or retrieving the leased barrier.

TICE OF COMPLETION. At least 72 hours prior to the date when the Lessee shall have removed barrier or otherwise discontinued said barrier in use or service at the location specified in this ement, or any subsequent location as herein described in the clause antitled "LOCATION ANGE" it shall be the duty of the Lessee to render written notice to Storie that said Lessee's e of the barrier has been terminated. The Lessee hereby covenants that such notice will be rendered east 72 hours prior to removal or discontinuance of use as aforesaid. The covenant and obligation the Lessee to render such notice is hereby provided to be of the essence of this contract.

SLETTING. No barrier shall be sublet by the Lessee without the prior written consent of Storie.

CATION CHANGE. In the event that barrier rented in this agreement is used at any location other an the location specified on the face hereof without Storie's written consent. Lessee shall be charged amount equal to the initial rental charge, for each such use plus the subsequent monthly rental ge for each month or portion thereof that the barrier is so used.

INTENANCE, OPERATION, AND ADJUSTMENT. Lessee shall return all barrier to Storie in good ble condition and Storie may reject barrier which in Storie's opinion is not in good usable dition.

In the event the Lessee shall return the barrier to Storie in a condition that requires repair, or other work which may be necessary in order to put the barrier in good usable condition, the see agrees to pay Storie for such work at the standard labor rates charged by Storie as listed on ace of this agreement.

In the event the Lessee shall return the barrier to Storie in a condition that is irreparable or that ot reasonably be put in good usable condition, the Lessee agrees that Lessee will pay Storie he adjustment value therefore as set forth on the face of this agreement. All barrier rejected by ie as not in good usable condition and all barrier destroyed by Lessee or irrecoverable by Lessor the project from which the barrier was originally supplied hereunder or any subsequent location ereinafter described in the clause entitled "LOCATION CHANGE", shall be paid for by the Lessee e adjustment value fixed on the face of this agreement. Storie reserves the right to raise the adjustt value to reflect increases in replacement costs for similar barrier based on the nearest manuurer's price in effect at the date of termination of this agreement. The adjustment value of barrier l apply to any rejection, destruction, scrapping, and/or loss from failure or inability to ver barrier specifically covered by this agreement, and for barrier which was not returned to Storie r notice of termination of agreement as provided below.

Nothing contained in this agreement shall give the Lessee the right to retain recoverable material. re shall be no credit allowed on account of rental paid when material is settled for the adjustment ue fixed in this agreement.

PECTION. If, by this agreement, the Lessee is to arrange for loading and return of barrier to Storie, after the barrier is returned to Storie, but before the barrier is unloaded from the truck or carrier hich it is returned, the barrier is to be inspected for damage by Storie. All barrier acceptable eturn must be reasonably free from foreign substances.

If, by this agreement, Storie is to arrange for loading and/or return of the barrier to Storie, then Lessee hereby authorizes Storie to enter the premises occupied by the barrier to inspect said ier for damage before loading on trucks for return to Storie. If someone other than Lessee controls s to the site where the barrier is located, the Lessee agrees to make it possible for Storie to enter site for the purpose of inspecting the barrier. All barrier acceptable for return must be reasonably om foreign substances.

ES. At all times until redelivery of the leased barrier to Storie, the Lessee at Lessee's own cost xpense shall pay all taxes, charges and assessments that shall be assessed upon or in respect to the ed barrier or any interest therein, or use thereof, or the rights to pay rent thereunder, upon whom the same may be assessed. Storie's ownership of the barrier must in no way be encumbered by

TERMINATION OF AGREEMENT. Should the Lessee fail to pay any payment more than 30 days from the date due, become bankrupt, fail to maintain use or return the barrier as provided by this agreement, fail to give notice of discontinuance of use or service of the barrier, or substantially violates any provision of this agreement Storie may immediately terminate this agreement, take peaceful possession of the barrier without becoming liable for trespass, and recover all rentals due, full adjustment value for all unreturned or irreparable barrier, full damage for retention without notice of discontinuance of use of service of the barrier and full damage for any injury to and all expenses incurred in removing, loading, storing or returning the said barrier. Damages include any and all damages to third persons caused by the removal of the barrier by Storie.

In the event that Storie terminates this agreement as provided in this section, and in the event that Storie determines that removal of the barrier from the work site would create a health or safety hazard or risk, the Lessee expressly agrees to pay as LIQUIDATED DAMAGES, in addition to other damages stated in this section, twice the rental rate stated on the face of this agreement, for such duration and until such time as Storie determines or a city, state or federally authorized construction inspector notifies Storie that removal of the barrier no longer poses a risk to the health and safety of Storie, the Lessee, or third parties.

STRIKES, CONDITIONS BEYOND STORIE'S CONTROL. Storie shall be under no liability whatsoever for failure to deliver barriers leased in the agreement if nonperformance results from strike, accidents, failure of shipping facilities, compliance with any governmental orders or regulations, or any other conditions beyond its control.

LESSEE'S JOINT AND SEVERAL LIABILITY. The singular number when used in referring to the Lessee shall be interpreted to refer to and include the plural number whenever necessary and if the Lessees are two or more in number, their liability hereunder shall be joint and several.

TITLE. This is a rental contract and the Lessee expressly warrants and represents that Lessee has not and will not enter into any agreement or agreements giving to the federal government, or any state local government, or any person, firm or corporation, any rights of any kind in said barrier, with the prior written approval of Storie.

The Lessee shall give Storie immediate notice in case any barrier is levied upon or is liable to seizure.

FORM OF NOTICE. Any notice required under the terms of this agreement must be sent by certified mail, return receipt requested, postage prepaid, Lessee agrees to address all correspondence to the Storie Steel and Wood Products Company, at the address shown on the face of this agreement. Storie agrees to address all correspondence to the Lessees at the address shown on the face of this agreement. Service of such notice shall be deemed effective three days after such mailing if the address to which it was mailed is within this state and seven days after mailing if address to which it is mailed is outside this state.

CONFESSION OF JUDGMENT AND OTHER REMEDIES OF STORIE. It is agreed that in addition to the remedy of Storie to enter and retake possession of the leased property in case of any default, the Lessee further authorizes any attorney of any court of record to appear for it and confess judgment against Lessee and in favor of Storie for any and all damages done to any of the said leased property or for damages for breach of covenant or for any and all rentals due on the same, and for any and all expense incident to the retaking of that leased property, which damages, rental expense and charges the Lessee hereby authorizes any prothonotary or clerk of any court of record to assess, together with a reasonable attorney's commission, and costs of suit, hereby releasing all errors, inquisition, stays of execution and the right of appeal. Any remedy or remedies herein granted to Storie are expressly understood and agreed to be cumulative and not alternative.

In the event that an action, other than judgment by confession, is filed by Storie to enforce the provisions of this lease, Storie shall be entitled to its reasonable attorneys' fees as determined by the court.

Lessee agrees that if Storie has previously furnished or hereafter furnishes barrier or rental equipment to Lessee while the total rent hereunder or under any such other lease or leases shall not have been paid in full, that Storie shall have as to all said materials all rights and remedies provided herein.

GENERAL. This contract and all rights and remedies herein contained shall bind the parties hereto and each of their heirs, executors, administrators, successors and assigns.

If any provision of this agreement or any part of any provision is invalid or unenforceable, this shall not effect the balance of the provision or any other provision of this agreement.

THE TERMS AND CONDITIONS ABOVE STATED, together with those on any riders attached hereto, constitute the entire agreement between Storie and the Lessee.

ALL COPIES OF THIS AGREEMENT MUST BE SIGNED BY THE LESSEE.

I HAVE READ THE ABOVE TERMS AND CONDITIONS AND AGREE TO ABIDE AND BE BOUND BY THEM:

Lessee: Yurok Contractors, Inc.

By: Benton J. F [illegible], President (Title)

Date 4-3-85

CL. 1986-0061

9809

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

CON 5
#9809

IN REPLY REFER TO
FILE NO.:

January 23, 1986

United Concrete Mobile, Inc.
7606 N.E. Union Avenue
Portland, OR 97211

Attention: Dick Hibbard

Joe Schlieski has forwarded your December 10, 1985, letter filing a claim against the following Highway Division contract:

FILED BY:	United Concrete Mobile, Inc.
AMOUNT:	$10,691.33
FOR:	Labor and rental of equipment
AGAINST (Prime Contractor)	Kasler Corporation
SUBCONTRACTOR:	Butler Sealant
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

NOTED ON CARD
5/20/86 OB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

UNITED CONCRETE MOBILE, INC.

7606 N.E. Union Avenue
Portland, Oregon 97211
Telephone 503/285-3681

December 10, 1985

State of Oregon
Transportation Dept.
Highway Division
Regional Office
P.O. Box 850
LaGrande, Oregon 97850

Attention: Joe Schlieski

Reference: Contract 9809

Project: North Powder- Baldock Slough

Dear Mr. Schlieski:

Please be advised that United Concrete has not been paid for the labor and rental of concrete equipment used to manufacture latex concrete for the bridge deck. The amount owingis $10,691.33. We were contracted by Butler Sealant who is a sub-contractor of Kessler General Contractor.

Your immediate response to this would be greatly appreciated.

Yours Very Truly,

Dick Hibbard

Dick Hibbard

RECEIVED
DEC 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DEPARTMENT

Commission Services

SUBJECT:
North Powder - Baldock Slough Contract 9809

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: December 13, 1985

Enclosed find letter of claim concerning lack of payment by a subcontractor with Kasler Corp. on the subject project.

RECEIVED
DEC 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kasler - Jim Martin
file

Joe Schlieski
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

CL 1986-0054

9809

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 23, 1986

CON 5
#9809 IN REPLY REFER TO FILE NO.:

FarWest Concrete Co.
3203 15th Street
Baker, OR 97814

Attention: R. D. Goodrich
Manager

We have received your letter dated December 20, 1985, filing a claim on the following Highway Division contract.

FILED BY:	FarWest Concrete Co.
AMOUNT:	$342.81
FOR:	Concrete
AGAINST (Prime contractor)	Kasler Corporation
SUBCONTRACTOR:	Yurok Contractors
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5/20/86 CB

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FarWest Concrete Co.
3203 15th St. Baker, Oregon 97814
503-523-5116

Decmeber 20, 1985

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

On October 23, 1985, FarWest Concrete Co. supplied concrete to Yurok Contractors of Junction City, Oregon.

There is now a past due balance of $342.81.

This is your notice of claim by FarWest Concrete Co.

Sincerely,

R. D. Goodrich

R. D. Goodrich, Manager
FarWest Concrete Co.

cc: Yurok Contractors
Kasler Corporation

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9 8 4

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(6)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40024

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 13, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
North Powder - Baldock Slough

11. GENERAL DESCRIPTION OF WORK
Remove oil slicks and excess asphalt from Baker Valley Rest Area prior to overlaying

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-13-85 as requested in Mr. Fredrickson's letter of 12-16-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $5,000; Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(6)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40024

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 24, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

North Powder - Baldock Slough Section

11. GENERAL DESCRIPTION OF WORK

Install new traffic counter loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-24-85 as requested in Mr. Fredrickson's letter of 12-16-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $4,000; Federal Funds $3,688.

RECEIVED
STAT. HWY ENGR
JAN 2 '86
REFER TO Potter
FOR

Orig to
1/2

14. DATE 12/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9809 CL 1986-0001

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 26, 1985

CON 5
#9809
IN REPLY REFER TO
FILE NO.:

Baker Redi-Mix, Inc.
P.O. Box 825
Baker, OR 97814

We have received your letter dated December 5, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Baker Redi-Mix, Inc.
AMOUNT:	$6,078.60
FOR:	Material
AGAINST (Prime Contractor):	Kasler Corporation
SUBCONTRACTOR:	Butler Sealant
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	Travelers Indemnity Co.
AGENT:	Corroon & Black

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, Oregon 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

December 5, 1985

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

Between September 19 and September 23, 1985, Baker Redi-Mix supplied 3/4-#4 aggregate and concrete sand to Butler Sealant.

There is now a past due balance of $ 6078.60.

This is your notice of claim by Baker Redi-Mix, Inc.

Sincerely,

Tom Scott
R.R.

Tom Scott, Manager
Baker Redi-Mix, Inc.

cc: Butler Sealant
Kasler Corporation
Job File

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9809

CL1986-0002

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 19, 1985

LT Contractors, Inc.
Highway Division
P.O. Box 11249
Portland, Oregon 97211

CON 5
#9809

IN REPLY REFER TO
FILE NO.:

We have received your letter dated December 5, 1985, filing a claim against the following Highway Division contract:

FILED BY:	LT Contractors, Inc.
AMOUNT:	$801.06
FOR:	Labor and material
AGAINST (Prime contractor):	Kasler Corporation
SUBCONTRACTOR:	Butler Sealant
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: √Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy

731-0188

LT CONTRACTORS, INC.
P.O. Box 4448
Sunriver, Oregon 97702
Telephone (503) 593-8163

December 5, 1985

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract # 9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

On November 7 and November 8, 1985, L T Contractors furnished a Water Truck with driver to Butler Sealant.

There is now a balance due of $ 801.06.

This is your notice of claim by L T Contractors, Inc.

Sincerely,

Robert McCafferty
M.D.

Robert McCafferty
L T Contractors, Inc.

cc: Butler Sealant
Kasler Corporation
Job File

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9809 CL 1986-0008

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9809

December 19, 1985

John L. Jacobson, P.C.
Lawyer
P.O. Box 719
Baker, Oregon 97814

We have received your letter dated December 4, 1985, with attached statement and invoices, on behalf of Charlies' Rental Service, filing a claim against the following Highway Division contract:

FILED BY:	Charlies' Rental Service
AMOUNT:	$1,453.20
FOR:	Equipment rental
AGAINST (Prime contractor):	Kasler Corporation
SUBCONTRACTOR:	Yurok Construction, Inc.
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

TELEPHONE 523-3666
AREA CODE 503

JOHN L. JACOBSON, P.C.
LAWYER
1945 WASHINGTON AVENUE
P.O. BOX 719
BAKER, OREGON 97814

JACKI TURNER
LEGAL ASSISTANT
BEVERLY RALEY
SECRETARY

December 4, 1985

Department of Transportation
Transportation Building
Room 121
Salem, OR 97310

Attention: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

I represent Charles H. Daniels dba Charlies' Rental Service. Mr. Daniels rented to Yurok Construction, Inc. various pieces of equipment from December 20, 1984 through April 4, 1985 during construction of the above described section of highway. The charges total $2,044.70 with receipts of $591.50 leaving a total due and owing of $1,453.20. I am enclosing copies of the statement and invoices. This is your notice of claim by Charlies' Rental Service.

Very truly yours,

John L. Jacobson

John L. Jacobson
br
Enc.
cc: Yurok Construction, Inc. (w/enc.)
Kasler Construction (w/enc.)
Charles H. Daniels

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RENTAL EQUIPMENT
FOR EVERY NEED

[illegible] SERVICE
3397 Tenth Street
Baker, Ore. 97814
PH 503-[illegible]-6401

IN ACCOUNT WITH

YUROK CONSTRUCTION
90629
GEO. TOWN RD.
JUNCTION CITY, OR 97448

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
		BALANCE FORWARD		
1984				
12-20	9777 grinder, cord, gas can	37.00 ✓		37 00
1-10	9815 - pipe Cutter	14.00		
1-12	ROA 2271		37.00	
1-12	9821 - Welder	35.00		49 0
1-18	9829 welder	105.00		
1-21	9838 Vib concrete	22.50		
1-23	9841 [illegible] Burner	15.00		
1-24	9845 pipe cutter	9.00		200 5
2-9	ROA 2343		207.50	
2-11	9880 Cement Vib	154.00		154
2-27	9890 Gen. ②	200.00	✓	[illegible]
3-5	9941 Gen.	125.00		479 0
3-21	9539 generator cement [illegible]	680.00		
4-2	9903 vib cement	385.00		154[illegible]
[illegible]	10022 cement vib	240.00		17[illegible]

[illegible]

RENTAL EQUIPMENT
FOR EVERY NEED

STATEMENT

TURK CONSTRUCTION
90629
GEO. TOWN RD.
JUNCTION CITY, OR 97448

RECEIVED
DEC 9 - 1985
COMMISSION [illegible] SERVICES

DATE	INVOICE NUMBER	CHARGES	CREDITS	BALANCE	
1985		BALANCE FORWARD		1784	00
4-4	10036 banding machine	23 20		23	20
5-12	ROA-2416		154.00	1807	20
				1653.	20
-3-	2497 ROA		200.00	1453	20

[illegible] charge of 1½% per month (annual percentage rate of 18 percent) [illegible] by the 10th of the month following billing. A minimum [illegible] effective March 31, 1975

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 10036

Name Yurok Const Tel. No.

Address

Location Equip Used Baker

DRIVERS LICENSE No.

CAR LICENSE No.

This agreement terminates Date

OTHER IDENTIFICATION

EMPLOYED BY

TIME IN 4-4-85

TIME OUT 4-4-85-8

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Banding Mach.	6.00			12.00			
~~34/66~~ Clips.	.05¢ @				1.20		
Banding 75 lbs		$1.00	per lb.		10 lbs	used	
Fill out							

CHARGES

DEPOSIT	
TOTAL RENT	12.0
MDSE.	11.2
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	23.2
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

All tools and other equipment are used at lessee's risk. We exercise precaution in keeping our equipment in good condition. Conditions which prevent satisfactory operation of equip [illegible] not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equip [illegible] to the lessor in as good condition as it was at the effective [illegible] the lease, natural wear from a responsible use excepted. Lessee shall be liable for any loss, theft, damage or destruction of leased property.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired [illegible] lessor on return thereof and the cost for such repairs shall be paid by the lessee. Accrued rental charges cannot be applied against the purchase price or cost of repairs of such damaged [illegible]

All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto. A cleaning charge will be made on items returned unclean.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
[illegible]

I agree that all charges for rental [illegible] or materials will be paid, and that all [illegible] tion fees, attorney fees, court [illegible] or any expense involved in the [illegible] of these [illegible] be borne by me in the [illegible] indebtedness is [illegible]

Lessee Signature

Addr

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

Orig #9839

PURCHASE ORDER NO.

RENTAL CONTRACT No. 10022

Name Jurak [illegible]

Address

Location of Equip. Used Baker

VERS LICENSE No.

CAR LICENSE No.

This agreement terminates Date

EMPLOYED BY

ER IDENTIFICATION

TIME IN 4-3-85

TIME OUT 3-22-85

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Cement Vib.	15.00	7.50		30.00		120.00	

CHARGES	
DEPOSIT	
TOTAL RENT	240.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	240.00
TOTAL PAID	
REFUND	

Og

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

All tools and other equipment are used at lessee's risk. We exercise precaution in keeping our equipment in good condition. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease, natural wear from a responsible use excepted. Lessee shall be liable for any loss, theft, damage or destruction of leased property.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the [illegible] on return thereof and the cost for such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost [illegible]ent. All cartage charges must be borne by lessee.

[illegible]eduled rental rates begin when equipment leaves our store and continue until returned thereto. A cleaning charge will be made on items returned unclean.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS.
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature

Address

Tel. No.

A cleaning charge will be made on items returned unclean.

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DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

See original Inv # 9839

CHARLIE'S RENTAL YARD

3897, 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

RENTAL CONTRACT No. 9963

Name [illegible]

Address

Location Equip. Used Baker

IVERS LICENSE No.

CAR LICENSE No.

This agreement terminates Date

HER IDENTIFICATION

EMPLOYED BY

TIME IN 4-6-85

TIME OUT 3-7-85 7:20

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Tub Concrete				35⁰⁰		154⁰⁰	385⁰⁰

CHARGES	
DEPOSIT	
TOTAL RENT	385.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	385⁰⁰
TOTAL PAID	
REFUND	

ONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature

Address

Tel. No.

A cleaning charge will be made on items returned unclean.

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DEPARTMENT OF TRANSPORTATION

CHARLIE'S
RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9839

Name Yurok Corp

Address

Location
Equip. Used

TIME IN 3-21-85

TIME OUT 1-22-85 · 9:15

IVERS LICENSE No

CAR LICENSE No

This agreement terminates Date

HER IDENTIFICATION

EMPLOYED BY

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DEPARTMENT OF TRANSPORTATION

ITEM RENTED	MIN RATE	HR. 4	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Vib. Cement	15.00	7.50		30.00			300.00
Generator	10.00	5.00		20.00			
		Checked in 1-25-85				30.00	60.00 →
				4 Days			

CHARGES	
DEPOSIT	
TOTAL RENT	680.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	680.00
TOTAL PAID	
REFUND	

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Lessee Signature Kim Winebrenner

Address

Tel No

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9941

Name Quack's [illegible]

Address

Location
Equip. Used

DRIVERS LICENSE No.

CAR LIC.

This agreement terminates Date

OTHER IDENTIFICATION

EMPLOYED BY

TIME IN 3-5-85-9:15

TIME OUT 2-27-85-11:15

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
(1500) Gen	16.00	8.00		32.00		125.00	

CHARGES

DEPOSIT	
TOTAL RENT	125.00
MDSE	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE Chg	125.00
TOTAL PAID	
REFUND	

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SERVICES COMMISSION
DEPARTMENT OF TRANSPORTATION

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature Ken [illegible]

Address

Tel. No.

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST.
[illegible], OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9890

Name Yunok Constructor

Address

Equip. Used

TIME IN 2-22-85-11:15

TIME OUT 2-11-85-12:25

DRIVERS LICENSE No.

CAR LICENSE No.

This agreement terminates Date

OTHER IDENTIFICATION

EMPLOYED BY

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Gen #1 800	10.00	5.00		20.00	30.00		
			in -	2-21-	85-	11:30	
2200 Watt Gen.	11.00	5.50		22.00			out

CHARGES	
DEPOSIT	
TOTAL RENT	200.00
MDSE	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	200.00
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature

Address

Tel No

A cleaning charge will be made on items returned unclean.

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DEPARTMENT OF TRANSPORTATION

CHARLIE'S RENTAL CARD
3897 10TH ST
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9890

Name Quick Const

Address

TIME IN [illegible]-11-[illegible] 15

TIME OUT 2-8-85 830

DRIVERS LICENSE No.

OTHER IDENTIFICATION

EMPLOYED BY

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Cement Vib				7			
[illegible] & Vib				35.00			
			out				

CHARGES	
DEPOSIT	
TOTAL RENT	154.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	154.00
TOTAL PAID	
REFUND	

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DEPARTMENT OF TRANSPORTATION

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature

Address

Tel No

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

RENTAL CONTRACT No. 9845

Name [illegible]

Address

1-24-85 225
1-24-85 815

OTHER IDENTIFICATION

EMPLOYED BY

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Pipe Cutter	200			400			
Pipe Die Handle	250			500			

CHARGES	
DEPOSIT	
TOTAL RENT	900
MDSE	
DEL. CGE	
CLEANING CGE	
SALES TAX	
TOTAL DUE	Ag 900
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

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Lessee Signature X Ron [illegible]

Address

Tel. No.

A cleaning charge will be made on items returned unclean.

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO

RENTAL CONTRACT No 9841

Name [illegible]

Address

Location Equip. Used

DRIVERS LICENSE No.

CAR LICENSE No.

This agreement terminates Date

OTHER IDENTIFICATION

EMPLOYED BY

TIME IN [illegible]

TIME OUT 1-22-85

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Weed Burner	7.50			15.00			

CHARGES	
DEPOSIT	
TOTAL RENT	15.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	Chg 15.00
TOTAL PAID	
REFUND	

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature

Address

Tel No.

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
389? 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9838

Name [illegible]

Address

Location
Equip. Used

RECEIVED
DEC 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DRIVERS LICENSE No.	CAR LICENSE No.
OTHER IDENTIFICATION	EMPLOYED BY

This agreement terminates Date

TIME IN 1-21
TIME OUT 1-21-[illegible]

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
1/2 Concrete	15^{00}	5^{00}		30^{00}		120^{00}	

CHARGES	
DEPOSIT	
TOTAL RENT	22^{50}
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	22^{50}
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

[illegible] and other equipment are used at lessee's risk. We exercise precaution in keeping our equipment in good condition. Conditions which prevent satisfactory operation of equipment do ot relieve lessee of his responsibility for rental charges.

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Lessee Signature

Address Tel No.

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No.

Name [illegible]

Address

Equip. Used

DRIVER'S LICENSE No.

CAR LICENSE No.

This agreement terminates Date

OTHER IDENTIFICATION

EMPLOYED BY

TIME IN 1-18-85 220

TIME OUT 1-16-85 715

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Linc. Welder	17.50			35.00			

CHARGES	
DEPOSIT	
TOTAL RENT	105.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	105.00
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

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Lessee Signature [illegible]

Address

Tel No.

A cleaning charge will be made on items returned unclean.

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CHARLIE'S RENTAL YARD
3897 10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No. 9821

Name Yurok Const. Inc
Address 90629
Location Equip. Used Junction City

DRIVERS LICENSE No.
CAR LICENSE No.
This agreement terminates Date
OTHER IDENTIFICATION
EMPLOYED BY

TIME IN 1/12/85 1105
TIME OUT 1/12-85-800

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
1 - Welder	17.50	8.75		35.00			

CHARGES	
DEPOSIT	Chg 35.00
TOTAL RENT	
MDSE	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	
TOTAL PAID	Chg 35.00
REFUND	✓

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

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Lessee Signature
Address
Tel. No. 3-7003

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897 10TH ST
BAKER, OREGON 97814
PHONE 523-6441

RENTAL CONTRACT No

Name Quack Constructors
Address
Phone [redacted]
Equip. Used

DRIVERS LICENSE No [redacted] BAR LICENSE No
OTHER IDENTIFICATION
EMPLOYED BY

ITEM RENTED	MIN. RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Pipe Cutter				4.00		1-10-85 10:15	
Pipe Die & Handle				5.00			

TIME IN 1-10-85 - 9:20
TIME OUT 1-9-85 - 10:15

CHARGES	
DEPOSIT	
TOTAL RENT	14.00
MDSE	
DEL. CGE	
CLEANING CGE	
SALES TAX	
TOTAL DUE Ok	14.00
TOTAL PAID	
REFUND	

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CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

All tools and other equipment are used at lessee's risk. We exercise precaution in keeping our equipment in good condition. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease, natural wear from a responsible use excepted. Lessee shall be liable for any loss, theft, damage or destruction of leased property.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost for such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Quoted rental rates begin when equipment leaves our store and continue until returned thereto. A cleaning charge will be made on items returned unclean.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT-
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature
Address
Tel. No

A cleaning charge will be made on items returned unclean.

CHARLIE'S RENTAL YARD
3897-10TH ST.
BAKER, OREGON 97814
PHONE 523-6441

PURCHASE ORDER NO.

RENTAL CONTRACT No.

Name [illegible]

Address

Local Address

DRIVERS LICENSE No.

CAR LICENSE No.

This agreement terminates ____ Date ____

OTHER IDENTIFICATION

EMPLOYED BY

TIME IN 12-20-84 4:00

TIME OUT 12-19-84 11:00

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
[illegible] head Grinder	$6.75	3.50		13.50			
Extension Cord	$1.00			$2.00			
[illegible] Can 5 gal.	$1.50			$3.00	[illegible]		

CHARGES	
DEPOSIT	
TOTAL RENT	37.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
SALES TAX	
TOTAL DUE	
TOTAL PAID	
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

All tools and other equipment are used at lessee's risk. We exercise precaution in keeping our equipment in good condition. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease, natural wear from a responsible use excepted. Lessee shall be liable for any loss, theft, damage or destruction of leased property.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost for such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

[illegible] rental rates begin when equipment leaves our store and continue until returned thereto. A cleaning charge will be made on items returned unclean.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature

Address

Tel No.

A cleaning charge will be made on items returned unclean.

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0006
9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 19, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9809

Charles R. Watts Company
Construction Materials and Services
4121 - 6th Avenue N.W.
Seattle, WA 98107

This will acknowledge your letter received November 4, 1985, filing a claim against the following Highway Division contract:

FILED BY: Charles R. Watts Company

AMOUNT: $50,094.69

FOR: Materials

AGAINST (Prime contractor): Kasler Corporation

CONTRACT NO.: 9809

PROJECT: North Powder-Baldock Slough Section, Old Oregon Trail, Baker County

SURETY: The Travelers Indemnity Company

AGENT: Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P.O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

4121 SIXTH AVENUE NORTHWEST / SEATTLE, WASHINGTON 98107 / TELEPHONE (206) 783-8400

charles r.
watts
company

TO: Oregon Transportation Commission
Attention Contract Payment
121 Transportation Building
Salem, OR 97310

Gentlemen:

Please take official notice that the undersigned, Charles R. Watts Company, has a claim in the sum of Fifty thousand, ninety four dollars and sixty nine cents, $50,094.69., against the statutory retained percentage and the Payment Bond taken from Butler Sealant Company and Hartford Accident and Indemnity Company for the project known as No. Powder/Baldock, for materials including, Latex cement, saw blades, paving fabric, joint material, etc. Contract #9809, Bond #5058477.

Very truly yours,

Charles R. Watts Company
4121 6th Ave. N.W.
Seattle, WA 98107

P.S. General Contractor is
Kasler Corporation
P.O. Box 387
San Bernadino, California 92402

RECEIVED
DEC 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0248

9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 24 1985
[illegible]

December 19, 1985

CON 5

IN REPLY REFER TO FILE NO.: 9809

Morgan Excavating
2195 19th St.
Baker, OR 97814

We have received your letter dated December 10, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Morgan Excavating
AMOUNT:	$2,413.00
FOR:	Moving concrete barriers
AGAINST (Prime Contractor):	Kasler Corporation
SUBCONTRACTOR:	Yurok Contractors
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

RECEIVED
JAN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

December 10, 1985

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract # 9809
North Powder - Baldock Slough Section

Dear Mr. Gormsen:

From November 20, 1985 thru November 27, 1985, I was contracted by Yurok Contractors to move concrete barriers with my truck and flatbed trailer.

There is now a balance due of $ 2,413.00

This is your notice of claim by Floyd Morgan.

Sincerely,

Floyd Morgan

Floyd Morgan
2195 19th Street
Baker, Oregon 97814

cc: Yurok Contractors
Kasler Corporation

RECEIVED
DEC 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0249
9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ED
2 1 1985

December 19, 1985

CON 5
#9809
IN REPLY REFER TO
FILE NO.:

Farm & Industrial Service Co.
Rt. 2, Box 392
Baker, OR 97814

We have received your letter dated December 10, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Farm & Industrial Service Co.
AMOUNT:	$425.27, plus $8.50 service charge
FOR:	Labor and material
AGAINST (Prime Contractor):	Kasler Corporation
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/85 CB

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

RECEIVED
JAN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CALL
FARM & INDUSTRIAL SERVICE CO.
Rt. 2 Box 392
BAKER, OR 97814
(503) 523-3659
FOR EXPERT SERVICE

Farm & Industrial Service Co.
Rt. #2 Box 392
Baker, Oregon 97814

December 10, 1985

Deptartment of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough SEction

Dear Mr. Gormsen:

Between October 14 and October 24, 1985, Farm & Industrial Service supplied Labor and Material on Post Driver Freightliner-1973 and other misc. items.

This is now a past due balance of $425.27 plus 8.51 Service charge.

This is your notice of claim by Farm & Industrial Serv. Co.

Sincerely,

Nils Christensen
Farm & Industrial Serv. Co.

CC : Yurok Contractors Inc.
Kasler Corporation
Job File

RECEIVED
DEC 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc   11

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(6)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40024

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE March 28, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

North Powder - Baldock Slough Section

11. GENERAL DESCRIPTION OF WORK

Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
[C] CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3-28-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $5,000;
Federal Funds $4,611.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

78

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1985

In Reply Refer to
File No.:

CON 5

Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Re: Time Extension Request
North Powder-Baldock Slough
Contract No. 9809

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 41 calendar workdays is granted due to the placing of multiple layer cement treated base on roadway shoulders, additional excavation and cement treated base work performed on the mainline, extra work performed, and additional quantity of CRC pavement placed.

The adjusted contract time of completion of this project is 461 calendar workdays.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
J. Schlieski w/att.
FHWA w/att.
Bruce Walton

TE/235

Form 734-3122

CL 1985-0235

9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 16 1985
BARBARA ROBERTS
SECRETARY OF STATE

December 10, 1985

CON 5
#9809
IN REPLY REFER TO
FILE NO.:

John L. Jacobson, P.C.
Lawyer
P. O. Box 719
Baker, OR 97814

We have received your letter of December 2, 1985, on behalf of Perre L. Burr, filing a claim against the following Highway Division contract:

FILED BY:	Perre L. Burr
AMOUNT:	$13,794.26
FOR:	Labor and material
AGAINST (Prime Contractor):	Kasler Corporation
SUBCONTRACTOR:	Yurok Construction, Inc.
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Co.
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Dept.
707 S.W. Washington St.
Portland, OR 97205

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

JOHN L. JACOBSON, P.C.
LAWYER
1945 WASHINGTON AVENUE
P.O. BOX 719
BAKER, OREGON 97814

TELEPHONE 523-3666
AREA CODE 503

JACKI TURNER
LEGAL ASSISTANT

BEVERLY RALEY
SECRETARY

December 2, 1985

Department of Transportation
Transportation Building
Room 121
Salem, OR 97310

Attention: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

I represent Perre L. Burr, who was employed by Yurok Construction, Inc. to do various crane work as well as furnishing his pickup and labor. I am enclosing photocopies of his invoices which total $13,794.26. Mr. Burr has not been paid and this is his formal notice of claim.

Very truly yours,

John L. Jacobson

John L. Jacobson
br
cc: Perre L. Burr
Yurok Construction, Inc.
Kasler Construction

RECEIVED
DEC 4 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

[illegible]
14700 N.E. [illegible]st
Vancouver, WA. 98662

INVOICE NO
8665

SOLD TO Yurok Const	SHIPPED TO Interstate 84
STREET & NO. 90269 George Town RD	STREET & NO. North powder To Baldock Slough
CITY Junction City STATE Ore ZIP 97448	CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B	DATE

Aug	1 Thru 14 Labor Amount not paid	1087	76
Sept.	14 Thru 24 Rental of Grove Crane fully maintained + operated invoice # 8657	5986	50
Sept.	14 Thru 24 Rental of p&H crane Bare Rent 265^{00} per Day invoice # 8658	3120	—

REDIFORM
7H 721

INVOICE

Perre L. Burr
14700 N.E. 73st
Vancouver, WA, 98662

INVOICE NO
8667

SOLD TO Kasler Corp	SHIPPED TO I 84 North powder To
STREET & NO. P.O. Box 69	STREET & NO. Baldock Slough Section
CITY Baker STATE Ore ZIP 97814	CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
				20 Nov 85

	1 man + pickup 100^{00} per Day		
20	Haul Fuel For Crane + Run Crane		
21	or Forklift part Time + Start		
22	Equip Every morning 7 AM.		
23	150 gal Fuel 150^{00}		
24			
25			
26			
27			
	Man + pickup	800	—
	Fuel	150	—
		950	—

REDIFORM
7H 721

VANCOUVER, WA. 98662

8666

INVOICE

SOLD TO Kasler corp	SHIPPED TO I 84 North powder To
STREET & NO p.o. Box 67	STREET & NO BALDOCK Slough section
CITY Baker STATE Ore ZIP 97814	CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B	DATE
RT 150 p+H CRANE		265 per DAY	BARE RENT	15 Nov 85

Nov. 15	Pick up BARRIERS AT BRIDGES	265	—
16	" " " " "	265	—
20	open I 84 For EAST BOUND TRAFFIC	265	—
21	LOAD BARRIERS	265	—
22	" "	265	—
23	" "	265	—
24	" "	265	—
25	" "	265	—
26	" "	265	—
27	Finish picking up BARRIERS	265	—
		2650	—

REDIFORM
7H 721

CL 1985-0236

2

9809

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1985

December 10, 1985

CON 5
#9809
IN REPLY REFER TO
FILE NO.:

John L. Jacobson, P.C.
Lawyer
P. O. Box 719
Baker, OR 97814

We have received your letter of December 2, 1985, on behalf of Jesse Calhoun Trucking, filing a claim against the following Highway Division contract:

FILED BY:	Jesse Calhoun Trucking
AMOUNT:	$15,529.00
FOR:	Moving concrete dividers
AGAINST (Prime Contractor):	Kasler Corporation
SUBCONTRACTOR:	Yurok Construction, Inc.
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Co.
AGENT:	Corroon & Black Insurance Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Dept.
707 S.W. Washington St.
Portland, OR 97205

bc: Secretary of State - ✓
Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

TELEPHONE 523-3666
AREA CODE 503

JOHN L. JACOBSON, P.C.
LAWYER
1945 WASHINGTON AVENUE
P.O. BOX 719
BAKER, OREGON 97814

JACKI TURNER
LEGAL ASSISTANT

BEVERLY RALEY
SECRETARY

December 2, 1985

Department of Transportation
Transportation Building
Room 121
Salem, OR 97310

Attention: Robert Gormsen

Re: Contract #9809
North Powder-Baldock Slough Section

Dear Mr. Gormsen:

I represent Jesse Calhoun Trucking. He was employed to move concrete dividers for Yurok Construction, Inc. on the above section of highway from September 16, 1985 to September 23, 1985. Yurok Construction, Inc. was billed $14,012 of which they paid $5,000 on September 22, 1985, leaving a balance of $9,012. From November 20, 1985, to November 27, 1985, additional dividers were moved resulting in a billing of $6,517. There is now due and owing a total of $15,529. This is your notice of claim by Jesse Calhoun Trucking.

Very truly yours,

John L. Jacobson

John L. Jacobson
br
cc: Yurok Construction, Inc.
Kasler Construction
Jesse Calhoun Trucking

RECEIVED
DEC 4 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9809

BU N

STATE OF OREGON ☒ RE ☑ RCE ☑ RME ☐ ROE INTEROFFICE MEMO

☐ RFA AUG 28 1985 ☐

RECEIVED
REGION 5 OFFICE

TO: MEMO TO FILE

DATE: August 28, 1985

SUBJECT: Notice of Tort Claim

I am very concerned about charge of discrimination on sheet two of the attached.

I discussed this with O. B. Jackmond on this date and asked for an investigation. He will discuss with the Attorney General's office.

R. D. Hector
Region Engineer

RDH/lm

cc: J. A. Schlieski

cy Jackmond – What does the AG's office want to do?

W.E.S. – Info Copy –

RECEIVED
STATE HWY ENGR
SEP 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH*
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA ☐
AUG 20 1985
RECEIVED
REGION 5 OFFICE

RECEIVED
AUG 22 1985
LEGAL

for Lackmond

F.Y.I.

August 21, 1985

Director, Department of General Services
State of Oregon
State Capitol
Salem, Oregon 97310

RECEIVED
AUG [illegible] 1985
CONSTRUCTION SECTION
CE__ CAE __ LS__ TC__
COE__ OM__ SA__ CC__
OE__ FE__ CP__
CA__ PQC__
CAM__ QCS__
EEO__ FILE__

Re: Notice of Tort Claim

Dear Sir:

Claim is hereby made by Ben Campbell, Yurok Contractors, Inc., and Commercial Barrier Supply, Inc. against the State of Oregon, the Oregon State Department of Transportation, and public officers and employees JOHN DOE 1 THROUGH 5, as follows:

Ben Campbell, a Cherokee Indian, is the sole shareholder of Yurok Contractors, Inc., an Oregon corporation. Yurok is a certified and Disadvantaged Business Enterprise, and Minority Business Enterprise.

Having determined that the eastern Oregon area, particularly the area around Baker, Oregon, would have substantial concrete barrier and other precast concrete work in the future, an agreement was negotiated with Baker Redi-Mix of Baker, Oregon, to install a precast concrete manufacturing operation in Baker on land owned by Baker Redi-Mix and contiguous to its commercial sand and gravel concrete operation. These negotiations were begun in April of 1984 and consummated on or before May 8, 1984, and were not contingent upon the award of any particular project. The Baker Redi-Mix location was chosen because that company had done precast concrete work in their yard in the past, they were a proven supplier of quality concrete, and it provided a central location for the anticipated future business. The Baker location was chosen for reasons additional to the pendency of the Kasler project, described below, and its continuation and operation was and is not dependent upon the Kasler project.

*OREGON AND WASHINGTON BARS

Prior to February 4, 1985, the manufacturer of concrete barrier at the Baker facility was performed by a separate division of Yurok, denominated Commerical Barrier Supply. On or about February 4, 1985, Commercial Barrier Supply was incorporated as a wholly-owned subsidiary of Yurok Contractors, Inc.

Yurok was the low bidder to Kasler Corporation for a project let May 10, 1984. Kasler Corporation was the General Contractor to the Oregon Department of Transportation. Yurok obtained concrete barrier from Commercial Barrier Supply to perform its contract. The site of the manufacture of the barrier in Baker is at least 12 miles from the Kasler project and the location where construction called for in Kasler's contract would have remained when work on that contract has been completed.

The site of the fabrication of the concrete barrier was not dedicated exclusively, nor nearly exclusively, to the performance of the Kasler contract, nor was it so located in proximity to the actual construction location that it would be reasonable to include it in the "site of the work" as that term is employed in the Davis-Bacon Act and Federal Regulations promulgated under that Act.

During the performance of the Kasler contract, disputes arose attributable to a discriminatory attitude on the part of public officials and employees of the Oregon Department of Transportation. Statements were made that the Department and/or individual employees of the Department was and were going to "get" Yurok. The discrimination arises from antipathy toward Native Americans, toward the presence in the construction industry of minority and disadvantaged contractors in general, and, in particular, toward Native Americans enjoying that status.

The off-site activities described in detail above have been engaged in historically and are engaged in at present by white, non-minority contractors without question. Nevertheless, the Oregon Department of Transportation and its officers and employees have determined that the concrete barrier supply for the Kasler project is "covered work" under the Davis-Bacon Act and the regulations promulgated under that Act, and pursuant to such determination on or about July 15, 1985, have caused at least $40,000 to be withheld from Kasler on behalf of Yurok until Yurok or Kasler complies with the Act as to the employees of Commercial Barrier Supply and Commercial Barrier Supply, Inc. It is known that the Department action will bankrupt Yurok. The bankruptcy of Yurok and the removal of a minority contractor (and a Native American contractor in particular) from the Oregon construction industry is the goal of the selective enforcement of the Act.

Yurok claims general and special damages in the amount of $500,000. Commercial Barrier Supply, Inc. claims general and special damages in the amount of $150,000. Ben Campbell claims $500,000 for the intentional infliction of emotional injury resulting in degradation, humiliation, and mental suffering, with attendant physical effects. Each party claims $1,000,000 in punitive damages, and his or its attorney fees.

Very truly yours,

Charles R. Schrader

CRS/mcm

cc: Yurok Contractors, Inc.
Commercial Barrier Supply, Inc.
Fred Miller, Oregon Department of Transportation
Jack Sollis, Esq.
Kasler Corporation

4807

N

ALLEN, K[illegible]MER, SCHRADER, YAZBECK & [illegible]ENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

RECEIVED
AUG 22 1985
LEGAL

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

August 21, 1985

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 23 '85
REFER TO Schwartz
FOR

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NOTED
E. S. [illegible]ER

Director, Department of General Services
State of Oregon
State Capitol
Salem, Oregon 97310

Re: Notice of Tort Claim

Dear Sir:

[illegible] 7-3
Leg [illegible] - Bacon

Claim is hereby made by Ben Campbell, Yurok Contractors, Inc., and Commercial Barrier Supply, Inc. against the State of Oregon, the Oregon State Department of Transportation, and public officers and employees JOHN DOE 1 THROUGH 5, as follows:

Ben Campbell, a Cherokee Indian, is the sole shareholder of Yurok Contractors, Inc., an Oregon corporation. Yurok is a certified and Disadvantaged Business Enterprise, and Minority Business Enterprise.

Having determined that the eastern Oregon area, particularly the area around Baker, Oregon, would have substantial concrete barrier and other precast concrete work in the future, an agreement was negotiated with Baker Redi-Mix of Baker, Oregon, to install a precast concrete manufacturing operation in Baker on land owned by Baker Redi-Mix and contiguous to its commercial sand and gravel concrete operation. These negotiations were begun in April of 1984 and consummated on or before May 8, 1984, and were not contingent upon the award of any particular project. The Baker Redi-Mix location was chosen because that company had done precast concrete work in their yard in the past, they were a proven supplier of quality concrete, and it provided a central location for the anticipated future business. The Baker location was chosen for reasons additional to the pendency of the Kasler project, described below, and its continuation and operation was and is not dependent upon the Kasler project.

*OREGON AND WASHINGTON BARS

Prior to February 4, 1985, the manufacturer of concrete barrier at the Baker facility was performed by a separate division of Yurok, denominated Commerical Barrier Supply. On or about February 4, 1985, Commercial Barrier Supply was incorporated as a wholly-owned subsidiary of Yurok Contractors, Inc.

Yurok was the low bidder to Kasler Corporation for a project let May 10, 1984. Kasler Corporation was the General Contractor to the Oregon Department of Transportation. Yurok obtained concrete barrier from Commercial Barrier Supply to perform its contract. The site of the manufacture of the barrier in Baker is at least 12 miles from the Kasler project and the location where construction called for in Kasler's contract would have remained when work on that contract has been completed.

The site of the fabrication of the concrete barrier was not dedicated exclusively, nor nearly exclusively, to the performance of the Kasler contract, nor was it so located in proximity to the actual construction location that it would be reasonable to include it in the "site of the work" as that term is employed in the Davis-Bacon Act and Federal Regulations promulgated under that Act.

During the performance of the Kasler contract, disputes arose attributable to a discriminatory attitude on the part of public officials and employees of the Oregon Department of Transportation. Statements were made that the Department and/or individual employees of the Department was and were going to "get" Yurok. The discrimination arises from antipathy toward Native Americans, toward the presence in the construction industry of minority and disadvantaged contractors in general, and, in particular, toward Native Americans enjoying that status.

The off-site activities described in detail above have been engaged in historically and are engaged in at present by white, non-minority contractors without question. Nevertheless, the Oregon Department of Transportation and its officers and employees have determined that the concrete barrier supply for the Kasler project is "covered work" under the Davis-Bacon Act and the regulations promulgated under that Act, and pursuant to such determination on or about July 15, 1985, have caused at least $40,000 to be withheld from Kasler on behalf of Yurok until Yurok or Kasler complies with the Act as to the employees of Commercial Barrier Supply and Commercial Barrier Supply, Inc. It is known that the Department action will bankrupt Yurok. The bankruptcy of Yurok and the removal of a minority contractor (and a Native American contractor in particular) from the Oregon construction industry is the goal of the selective enforcement of the Act.

Yurok claims general and special damages in the amount of $500,000. Commercial Barrier Supply, Inc. claims general and special damages in the amount of $150,000. Ben Campbell claims $500,000 for the intentional infliction of emotional injury resulting in degradation, humiliation, and mental suffering, with attendant physical effects. Each party claims $1,000,000 in punitive damages, and his or its attorney fees.

Very truly yours,

Charles R. Schrader

CRS/mcm

cc: Yurok Contractors, Inc.
Commercial Barrier Supply, Inc.
Fred Miller, Oregon Department of Transportation
Jack Sollis, Esq.
Kasler Corporation

August 7, 1985

CON

Kenneth Twedt, Manager
Oregon Columbia Chapter
Associated General Contractors
9450 SW Commerce Circle
Wilsonville, OR 97070

I am responding to your recent communication with Bob Bothman regarding requirements of the Davis-Bacon Act as they apply to Yurok Contractors, Inc.

As you suggested, we have met with Mr. Campbell and his attorney, Charles R. Schrader, on July 25, 1985, to review the issues involved in an effort to make the best decision possible. We have also reviewed the matter with Federal Department of Labor officials and our own legal staff.

All of this has caused the Division to conclude that the Yurok subsidiary company does not qualify as a commercial supplier and is, therefore, required to pay Davis-Bacon wage rates on federally aided highway construction work.

Our decision was not made lightly. We are fully aware of the minority status of this contractor and the implications of the decision. We are sorry for this action, but have no other choice.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

WES:sl

bc E. S. Hunter
   Robert N. Bothman
   C. O. Fredrickson
   Thomas Jones

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1985

SKILL RESPONSIBILITY INTEGRITY
Oregon-Columbia Chapter

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Wilsonville, Oregon 97070
Phone: 503/682-3363 or
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NATIONAL AGC AWARDS

- 1982 Chapter of the Year
- 1982 Public Relations
- 1981 Public Relations

65 Years of Service

July 25, 1985

R. N. Bothman
Asst State Highway Engineer
Oregon State Highway Division
140 Transportation Building
Salem, OR 97310

Dear Bob:

Some time ago I called you about Yurok Contractors, Inc., and their apparent problem of meeting the requirements of the Davis-Bacon act as interpreted by the Division. I said I would get back to you, but we keep missing each other on the phone; thus this letter.

First let me explain that Yurok is not now a member of AGC, but of course a subcontractor's problem becomes a general contractor's problem, member or otherwise.

From the information we have thus far, I don't think there is a position to be taken by AGC. In my experience the federal government's decision makers have been all over the place in trying to decide the application of the act "at or near the job site" and whether or not a production is for one job only, multiple jobs, or for sale to the general public (who in the heck wants median barrier besides OSHD?). It just seems that we try to apply the latest decisions, knowing they will probably change.

In the meantime, decisions make or break small business firms like Yurok. We only suggest that division officials meet with Yurok and his counsel, make the best decision possible, keeping in mind its effect on Yurok and that the public does enjoy the benefit of the low bid, and advise their general contractors on the proper manner to carry out their responsibilities in this regard.

Thanks for your consideration.

Respectfully,

Ken

Kenneth Twedt
Manager

llk

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Business goes where it is invited and stays where it is well served . . . that's AGC!

August 6, 1985

LEG

The Honorable Larry Campbell
State Representative
2435 Wilson Drive
Eugene, Oregon 97405

Yurok Wage Dispute

We have reevaluated the entire matter concerning the wage-rate problem with Yurok Construction Company. We have reconsidered all evidence gathered, all factual data, and the regulations relating to the Davis-Bacon Act.

We have discussed the matter with our Legal counsel. We feel that our position, as previously expressed, is sound and that our conclusions were, and are, correct.

Based on these conclusions, we have no recourse but to require the contractor to pay the proper contract wage rate to his employees.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

JLS:sl

bc E. S. Hunter
Jack L. Sollis
C. O. Fredrickson
John Widmer

HARRANG, SWANSON, LONG & WATKINSON, P.C.
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KAY KINER JAMES
DANIEL J. BARKOVIC
RICHARD B. BRISSENDEN
J. LEE LASHWAY

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

MERVYN H. LOYA
ADMINISTRATOR

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440-3820

July 30, 1985

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FOR

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WES
meeting
w/Widmer
8.5

The Honorable Larry Campbell
House of Representatives
State Capitol, H395
Salem, OR 97310

Re: Commercial Barrier Supply, Inc.

Dear Larry:

Pursuant to your request of July 25, 1985 attached please find proposed findings of fact consistent with Commercial Barrier Supply, Inc.'s operation in Baker being classified as a commercial concrete barrier manufacturing facility.

On July 26, I received a call from John Widmer of the Oregon Department of Transportation and in the course of that discussion he learned of my preparation of this material for you and requested a copy. I am sending him one as noted below.

Interest was shown during the July 25 meeting in local determinations on the topic of "commercial operation". Three have come to mind that may be instructive in that they show the range of interpretation that is possible in this area, as well as the attitude generally taken on the question in the State of Oregon. Unfortunately, I do not have copies of the decisions referred to in two of the cases because they are unpublished.

1. An arbitration took place in 1982 between Wildish Medford Sand & Gravel Co. and the Medford Teamsters Union Local arising out of a grievance proceeding. The question was whether or not drivers who hauled rock from a location known as the Owens Pit should be paid the "heavy construction" wages of the AGC-Teamsters Union contract or commercial driver wages of the Wildish Medford Sand & Gravel Co.-Teamsters Union contract. The applicable AGC contract (which is, in essence, the Davis-Bacon standard for wages and working rules) provided:

> "Any plant, crusher or pit not classified as a commercial business and supplying material to an Association General Contractor, Prime Contractor, Sub-Contractor or Contract Hauler shall be subject to the wages of the Associated General Contractor Agreement or Woods Agreement covering the locality where the work is performed."

As the material was supplied to Wildish Construction Co., which was an AGC signatory contractor, the decision in the case depended solely upon whether or not the Owens Pit was properly classified as a commercial source.

The job in question was very large and consumed approximately 98% of the material delivered from the pit. Only one other, relatively small, project was supplied from the Owens source during the relevant time period. The pit had been used twice in the fifteen year period prior to its use by Wildish Medford Sand & Gravel Co. for relatively small projects--each time by different operators on a short-term lease basis. The Owens Pit is owned by a farmer. Wildish testified that it had only a short-term lease with Mr. Owens but intended to make the pit a long-term commercial operation and negotiate a longer term lease. The arbitrator found that negotiations for the lease began before the large project was begun (although not necessarily before it had been awarded) and the company intended that the pit be a commercial source. The arbitrator held that the two jobs involved were merely the first two jobs from a commercial source and the grievance was denied.

2. Don Bogart was involved on a project called Sunny Vally Interchange-Jumpoff Joe Creek as a subcontractor to LT Contractors, Inc. Bogart's work involved manufacture and placing of concrete median barrier. Bogart set the job up so that manufacturing was done by an open shop sister corporation called Donmar Construction, Inc. while on-site placement was performed by union contractor Bogart Construction. The manufacturing facility was very close to the road construction (less than one mile away) and located in an old pit. There was no on-going commercial source in the pit. ODOT made a determination that the manufacturing operation was "covered work" under the Davis-Bacon Act. Bogart then paid the open shop manufacturing workers the Davis-Bacon wage and fringe benefit package in cash. The Laborers Union Trust Funds then brought suit (Multnomah County Circuit Court Case

No. A8401-00352) for unpaid fringe benefit plan contributions attributable to the barrier manufacturing work. Under Bogart's union contract, if Donmar was a "subcontractor" rather than a "supplier" to Bogart, these contributions would be payable--regardless of whether or not Donmar was a union contractor. The ODOT "coverage" determination held, in essence, that Donmar was a subcontractor. Despite this holding, I have been informed by Bogart's counsel that the Multnomah County Circuit Court found in favor of Bogart and against the Union, holding that the Donmar work was not union work and that Donmar was merely a supplier to the Bogart union entity.

3. The Oregon Attorney General has issued an opinion under the Oregon prevailing wage law on coverage of off-site work (copy attached). It is instructive to compare the wording of the Davis-Bacon Act that requires the pre-determined wage to be paid to those "employed directly upon the site of the work" (emphasis supplied) with the language of Oregon's "little Davis-Bacon Act" which requires the prevailing wage for "workers upon all public works" (emphasis supplied). I believe a strong case can be made that Oregon's wording is broader the the federal act. Nevertheless, the Attorney General has held that:

> "The thrust of the prevailing rate of wage law is that those workers engaged in the actual construction, reconstruction, maintenance or repair of a public works project are to be paid the prevailing rate of wage. The language of the law, read literally, does not require that those workers involved exclusively in the supply or delivery of materials to be used in the construction, reconstruction, maintenance of repair of a public works project be paid the prevailing rate of wage. The same conclusion has been reached under the Davis-Bacon Act, 40 U.S.C. Sec. 279a, and other similar prevailing wage laws of other jurisdictions." (Emphasis in original.)

The Attorney General goes on to point out:

> "Review of [the] federal 'exclusivity' guideline raises several difficult practical questions of application and logic. If the quarry is used exclusively for a public works project and then two months later, but still during construction

> of the project, the quarry is used by the same commercial supplier to supply aggregate to the general public, how can a determination be made on payday whether those working at the quarry and delivering to the job site should be paid the prevailing rate of wage at that time? Also, how can the public contracting body know at the time invitations for bids are announced whether to identify the supplying of aggregate as being subject to the prevailing rate of wage, and how will bidders know what wage cost estimates to use in submitting their bids?
>
> "It appears to us that the better view would be to treat the manufacture and delivery of aggregate as a 'supply and delivery' contract regardless of the 'exclusive or nearly exclusive' nature of the quarry. Certainly, a commercial supplier using portable rock crushing equipment at a conveniently located quarry which may have been opened 'exclusively or nearly exclusively' to serve a particular project is no less a commercial supplier of aggregate because the aggregate is not taken from a permanent operating plant. Nor would it seem, if a subcontractor contracts to make and deliver aggregate exclusively for a public works project, that this alters the character of aggregate as the subject matter of a 'supply and delivery' contract. We see no legal distinction between such aggregate and, for example, . . . specially made doors and windows . . ."

Nor, we believe, should a distinction be made between aggregate supply and concrete barrier supply.

In summary, we believe the application of the Davis-Bacon Act in the case of Yurok Contractors, Inc. and Commercial Barrier Supply, Inc. is not a black or white issue. At the very least, reasonable minds may differ--and as noted above, at least one Oregon arbitrator, one Multnomah County Circuit Court judge, and the Oregon Attorney General would probably find merit in Commercial Barrier Supply's claim to non-coverage. In our opinion, the attached findings of fact are supported by the materials on the record and allow a determination of non-coverage in this case.

Please feel free to give me a call if you have any questions.

Very truly yours,

Charles R. Schrader

CRS/dch
attachment
cc: Commercial Barrier Supply, Inc.
John Widmer

measuring station on a certain date has been omitted as it presents a factual rather than a legal question.

[5] Riparian owners refers to those owners abutting the stream. In the instant situation, the federal government is the riparian owner for the portions of the river under discussion.

[6] But even as to lands under navigable waters, "Congress has the power to make grants of lands below high water mark in any territory of the United States, whenever it becomes necessary to do so in order to perform international obligations, or to effect the improvement of such lands for the promotion and convenience of commerce with foreign nations and among the several states, or to carry out other public purposes appropriate to the objects for which the United States holds the territory." *Shiveley v. Bowlby, supra*, 152 US at 48.

[7] The federal government would also have control over navigable waters of the state and lands under them, including the Rogue River, to the extent necessary to permit exercise of its navigational servitude. The navigational servitude is the power of the federal government to regulate all navigable waters of the United States for the purpose of regulating and improving navigation. *Gibson v. United States*, 166 US 269, 271-272 (1897); *Wernberg v. State*, 516 P2d 1191, 1195 (Alaska 1973). The power to regulate navigation is derived from art I, sec 8 of the United States Constitution, under which Congress has the power "[to] regulate commerce with foreign Nations and among the several States, and with the Indian Tribes, . . ." In general, exercise of the power with respect to a river requires that the river be a navigable waterway of the United States, that is, waters which form in their ordinary condition by themselves, or by uniting with other waters a continued highway over which commerce is or may be carried on with other states or foreign countries in the customary mode in which such commerce is conducted by water. *See United States v. Appalachian Electric Power Co.*, 311 US 377, 404, 417-418 (1940); 65 CJS *Navigable Waters*, subsection 10a, 84. Since the Rogue River is both navigable and flows into the Pacific Ocean, it is a navigable waterway of the United States. In this instance, we fail to see how the government's navigation servitude would give it authority to regulate the activities of campers on state-owned lands. However, the broad authority of Congress under the Commerce Clause, i.e., to regulate commerce over navigable waters of the United States, conceivably might extend to regulating activities of campers on the bed of such waters. However, because the Property Clause clearly appears to give such authority, we do not consider this question further.

[8] In this opinion, we do not examine any particular regulation of the Secretary of Agriculture in Part 261 of 36 CFR or any order or directive issued thereunder to determine whether the substance of that regulation or order constitutes "needful Rules and Regulations respecting the Territory or other Property belonging to the United States." Art IV, sec 3, cl 2, United States Constitution. We note that the question of whether a particular regulation can be deemed a "needful" prescription respecting the public lands "is primarily entrusted to the judgment of Congress [and, in this instance, its delegee the Secretary of Agriculture], and courts exercising judicial review have supported an expansive reading of the Property Clause." *United States v. Brown, supra*, 552 F2d at 822. We are told that the federal government uses its regulatory authority to limit the number of persons traveling down the Rogue. The purpose of any such regulation and whether it is valid under the Property or Commerce Clauses of the federal constitution are questions we do not reach in this opinion.

No. 7693 **December 11, 1978**

Honorable Al Riebel
State Representative

FIRST QUESTION PRESENTED

Are workers engaged in the production and delivery of aggregate to be stockpiled and subsequently used in connection with the construction or maintenance of a public road required to be paid the "prevailing rate of wage" provided for in ORS 279.348 to 279.352?

ANSWER GIVEN

No.

SECOND QUESTION PRESEN

Would the answer gi fer depending on whet quarry or pit were owne public contracting body the supplier?

ANSWER GIVEN

No.

DISCUSSION

The questions present asked because of concern the "prevailing wage law" a a contractor awarded a con the crushing and stockp mineral aggregate for a cou project. We conclude that "supply and delivery" of a for such a project the "pr wage law" does not apply.

The applicable portion gon's "prevailing wage la vides as follows:

> "The hourly rate of wage to b any contractor or subcontractor t *upon* all public works shall be not the prevailing rate of wage for work in the same trade or occupati locality where such la performed. . . ." ORS 279.350. (added).

The fundamental ques what classification of worke ciated with a public works are required to be paid the ing rate of wage. Our rese veals no Oregon cases ad this question, but the quest considered in 33 Op Atty G

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ANSWER GIVEN

No.

SECOND QUESTION PRESENTED

Would the answer given differ depending on whether the quarry or pit were owned by the public contracting body or by the supplier?

ANSWER GIVEN

No.

DISCUSSION

The questions presented were asked because of concern whether the "prevailing wage law" applies to a contractor awarded a contract for the crushing and stockpiling of mineral aggregate for a county road project. We conclude that in the "supply and delivery" of aggregate for such a project the "prevailing wage law" does not apply.

The applicable portion of Oregon's "prevailing wage law" provides as follows:

> "The hourly rate of wage to be paid by any contractor or subcontractor to workers *upon* all public works shall be not less than the prevailing rate of wage for an hour's work in the same trade or occupation in the locality where such labor is performed. . . ." ORS 279.350. (Emphasis added).

The fundamental question is, what classification of workers associated with a public works project are required to be paid the prevailing rate of wage. Our research reveals no Oregon cases addressing this question, but the question was considered in 33 Op Atty Gen 6385 (1967). That opinion involved former ORS 279.620, a statute which was subsequently repealed. However, ORS 279.350 is substantively identical to the repealed statute.

The question presented in the earlier opinion is also substantially the same as the question presented here; that is, whether workers whose only connection with the public works project is either in the manufacture of supplies or materials to be used in the construction or maintenance of the project, or in the delivery of supplies and materials to the job site, are required to be paid the prevailing rate of wage. The prior opinion concluded that these workers were not required to be paid the prevailing rate of wage. We reaffirm that conclusion.

The thrust of the prevailing rate of wage law is that those workers *engaged in the actual* construction, reconstruction, maintenance or repair of a public works project are to be paid the prevailing rate of wage. The language of the law, read literally, does not require that those workers involved exclusively in the supply or delivery of materials *to be used* in the construction, reconstruction, maintenance or repair of a public works project be paid the prevailing rate of wage. This same conclusion has been reached under the Davis-Bacon Act, 40 USC sec 276a, and under similar prevailing wage laws of other jurisdictions. *See, e.g., H. B. Zachry Company v. United States*, 344 F2d 352 (Ct Cl 1965); *Bohnen v. Metz*, 111 NY Supp 196, 126 App Div 807 (1908).

In addition to the fact that the statutory language appears to compel a distinction in coverage under the law, there appears to be a sound rationale for this distinction, which is well expressed in cases from other jurisdictions referred to in our prior opinion. In *Bohnen v. Metz, supra*, the court, in construing similar legislation, held that laborers engaged in making doors and windows for a municipal building were not required to be paid the prevailing rate of wage, even though the doors and windows were manufactured to order for the particular building. In reaching this conclusion, the court observed that to construe the statute so as to require such workers to be paid the prevailing rate of wage would result in the absurdity of following "the iron beams necessary for a building to the mines, the woodwork to the logging camp, and the stone to the quarry."

We are informed that in connection with the construction or maintenance of public roads, the public contracting agency will generally let a contract to a prime contractor and will require that specified types of aggregate be used in connection with the project. The prime contractor, in turn, will generally subcontract for the supply and delivery of the aggregate. In such a case, where the aggregate is acquired from a commercial supplier, those workers employed by the commercial supplier in the manufacture and delivery of the aggregate are not engaged in the actual construction or maintenance of the public works project, but are merely engaged in the manufacture and delivery of supplies and materials to be used in the construction or maintenance of the project. The aggregate supplier under such a contract is analogous to the hardware manufacturer who supplies and delivers doorknobs or the glass shop which supplies and delivers windows for use in constructing a public building. We see no difference between aggregate and any other type of material used in the construction of a public works project. The contract between the prime contractor and the commercial supplier who subcontracts to supply the aggregate should be viewed as, and is, a "supply and delivery" contract which is not subject to Oregon's prevailing rate of wage law.

On the other hand, those workers engaged in the actual construction and maintenance of the project and who transport the aggregate from the stockpile to the job site, as well as those involved in laying or spreading the aggregate, are directly involved in the construction and maintenance as distinguished from "supply and delivery" associated with the project. Such workers must be paid the prevailing rate of wage.

Similarly, employes of subcontractors engaged in the "supply and delivery" operation, but who perform additional substantial "on-site" work, other than merely "dumping,"[1] would be required to be paid the prevailing rate of wage to the extent of their "on-site" work. Also, if the employes of the prime contractor or a subcontractor engaged in some phase of the actual construction or maintenance of the project temporarily absented themselves from the job site and performed some function normally considered a "supply and delivery" operation, such employes would continue to be covered by the prevailing rate of wage law while engaged in the "off-site" activity.

In considering
presented, we review
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the U.S. Department
the Federal Highway
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and related acts to the
tions presented. (Labo
Manual, Appendix
E-200, published by
Highway Administrat
Field Operations Hand
15(b) and 15(c), publi
U.S. Department of L
guidelines are general
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treat the supply and
aggregate as any other
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be used in a public w
i.e., not subject to the
the Davis-Bacon Act.

The federal guidel
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In considering the question presented, we reviewed the interpretations and guidelines used by the U.S. Department of Labor and the Federal Highway Administration in applying the Davis-Bacon and related acts to the factual questions presented. (Labor Compliance Manual, Appendix E-2, Chapter E-200, published by the Federal Highway Administration, and the Field Operations Handbook, Section 15(b) and 15(c), published by the U.S. Department of Labor.) These guidelines are generally consistent with the foregoing conclusions and treat the supply and delivery of aggregate as any other "supply and delivery" contract for materials to be used in a public works project, i.e., not subject to the provisions of the Davis-Bacon Act.

The federal guidelines, however, appear to make an exception where the aggregate is taken by the subcontractor or commercial supplier from a quarry or pit from which there is no permanent supply operation, and to follow an "exclusivity" test for determining whether the Davis-Bacon prevailing rate of wage will apply. Thus, under the federal guidelines, if the aggregate is taken from a quarry which is opened "exclusively or nearly exclusively" to serve the project, then those workers engaged in the production and delivery of the aggregate might be required to be paid the prevailing rate of wage. The guidelines indicate, however, that a particular quarry may change its "exclusive or nearly exclusive" character, when sales to the general public become sufficient, to such an extent that those workers would then be treated as workers engaged in supply and delivery of materials, and therefore, not required to be paid the prevailing rate of wage.

Review of this federal "exclusivity" guideline raises several difficult practical questions of application and logic. If the quarry is used exclusively for a public works project and then two months later, but still during construction of the project, the quarry is used by the same commercial supplier to supply aggregate to the general public, how can a determination be made on pay day whether those working at the quarry and delivering to the job site should be paid the prevailing rate of wage at that time? Also, how can the public contracting body know at the time invitations for bids are announced whether to identify the supplying of aggregate as being subject to the prevailing rate of wage, and how will bidders know what wage cost estimates to use in submitting their bids?

It appears to us that the better view would be to treat the manufacture and delivery of aggregate as a "supply and delivery" contract regardless of the "exclusive or nearly-exclusive" nature of the quarry. Certainly, a commercial supplier using portable rock crushing equipment at a conveniently located quarry which may have been opened "exclusively or nearly exclusively" to serve a particular project is no less a commercial supplier of aggregate because the aggregate is not taken from a permanent operating plant. Nor would it seem, if a subcontractor contracts to make and deliver aggregate exclusively for a public works project, that this alters the character of aggregate as the subject matter of a "supply and delivery" contract. We see no legal distinction between such aggregate and, for example, the specially made doors and windows which were the subject of the supply contract in *Bohnen v. Metz, supra*. Accordingly, we believe this particular "exclusivity" test in the federal guidelines should not be followed where the particular public works project is not subject to the Davis-Bacon Act.

We point out that this opinion would not apply to many public works contracts in Oregon. ORS 279.357 provides, in substance, that Oregon's prevailing rate of wage law does not apply to public works projects or contracts subject to the Davis-Bacon Act. Realistically, many public works projects have federal money in them and are, therefore, subject to the Davis-Bacon Act. In these situations, the guidelines and directives of the appropriate federal agency monitoring the project or contract should be followed, and our discussion of Oregon "prevailing wage law" becomes irrelevant.

In presenting the question, we were further asked whether our answer would differ depending upon whether the pit or quarry were owned by the commercial supplier or the public contracting agency. In our opinion, ownership of the quarry or pit from which the aggregate was taken would not be relevant nor in any way alter the answers given above.

JAMES A. REDDEN
Attorney General

JAR:VL

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[1] Such as, for example, grading, leveling or compacting.

No. 7694 **December 18, 1978**

Donald G. Kassebaum, M.D.
Vice President for Hospital Affairs
University of Oregon Health Sciences Center

QUESTION PRESENTED

ORS 475.375 requires that any person who administers or prescribes any new device labeled by the federal Food and Drug Administration as being tested for safety on humans must comply with statutory requirements relating to written consent and disclosure of information. Is the portion of this statute relating to devices preempted by federal law?

ANSWER GIVEN

Yes.

DISCUSSION

This question arises from the passage of Oregon Laws 1977, ch 636, now codified in ORS 475.305 to 475.375 and 475.997. Most of the language in the Act relates to the obtaining of an informed consent before any "experimental drug" is administered. An experimental drug is defined in ORS 475.305 as

> ". . . any drug identified by the United States Food and Drug Administration as an investigational new drug."

The word "device" appears only once in this Act, and that is in ORS 475.375, which provides:

> "A person who prescribes or administers any new drug or device labeled by the Federal Drug Administration as being tested for safety solely for investigational use by

FINDINGS OF FACT

1. Yurok Contractors, Inc. (Yurok) is an Oregon corporation, the sole shareholder of which is Ben Campbell. Yurok is a certified Disadvantaged Business Enterprise and Minority Business Enterprise.

2. During 1982 and 1983 Yurok was awarded, and performed as a subcontractor to Wildish Corvallis Construction Co., a contract to supply and place concrete median barrier for an Oregon Department of Transportation (ODOT) project. Yurok purchased the barrier from Concrete Products, Inc., a Washington corporation, who manufactured it at a commercial gravel source near Eugene, Oregon. Yurok found that subcontract to be profitable and decided to attempt to vertically integrate its operations to become more competitive on projects that include concrete median barrier.

3. In March and April of 1984, Ben Campbell, as President of Yurok, and Don Bogart, owner of Bogart Construction, began negotiations regarding the concrete barrier supply business. Bogart had on on-going barrier manufacturing business and had experience on ODOT projects. Campbell and Bogart agreed to form a joint venture for the purpose of manufacturing concrete barrier and other precast concrete products.

4. Campbell and Bogart determined that the Eastern Oregon area, particularly the area around Baker, Oregon, would have substantial concrete barrier work in the future. In addition, they foresaw the potential for other precast product sales to the farmers and public agencies of the area. On the basis of this market analysis, Don Bogart, on behalf of the joint venture, negotiated an agreement to install a precast concrete manufacturing operation in Baker on land

owned by Baker Redi-Mix and contiguous to their commercial sand and gravel and concrete operations. These negotiations were begun in April of 1984 and consummated on or before May 8, 1984 and were not contingent upon award of any particular project. The Baker Redi-Mix location was chosen because that company had done precast concrete work in their yard in the past, they were a proven supplier of quality concrete, and it provided a central location for the anticipated future business. The Baker location was chosen for reasons additional to the pendency of the Kasler project and its continuation in operation is not dependent upon the Kasler project.

5. Yurok was the low bidder to Kasler Corporation for a project that was let on May 10, 1984. The Baker Redi-Mix location is at least 12 miles from the Kasler project and the location where construction called for in that contract will remain when work on that contract has been completed.

6. Subsequent to the award of the Kasler project Bogart abandoned his obligations with respect to the joint venture. Although legal action against Bogart was contemplated it was never pursued because of Mr. Bogart's insolvency. Yurok then arranged an SBA-guaranteed loan and bought out Bogart's concrete barrier manufacturing business. Yurok Contractors, Inc. then set up a separate division of the company called Commercial Barrier Supply to perform manufacture of concrete barrier at the location in Baker. Sales of concrete barrier were made by Commercial Barrier Supply to Yurok. The sales were documented by contemporaneous purchase orders and invoices and are so reflected on the appropriate

books of account.

7. On or about February 4, 1985 Commercial Barrier Supply, Inc. was incorporated as a wholly owned subsidiary of Yurok Contractors, Inc.

8. Although Yurok is a union organization, no attempt has been made by unions to assert jurisdiction over the precast concrete manufacturing operation, including the concrete barrier manufacturer. Commercial Barrier Supply, Inc. is currently negotiating for a separate commercial union agreement. Baker Redi-Mix has such a union agreement. Yurok and Commercial Barrier Supply, Inc. are separate companies, separate employers, and their workers constitute separate bargaining units. Workers performing precast concrete manufacture receive payroll checks from Commercial Barrier Supply, Inc.

9. From the inception of its plant in Baker, Commercial Barrier Supply, Inc. has made consistent efforts to secure business for other than the Kasler project. Such solicitations have been from both private individuals and contractors on other state and federal projects. Commercial Barrier Supply, Inc. has quoted all projects involving concrete barrier and other precast projects within the limitations of its operation within a reasonable distance from the Baker facility, as well as some projects in the western part of Oregon.

10. To date, Commercial Barrier Supply, Inc. has sold barrier to the following entities and projects:

10.1 Thirty thousand lineal feet to Yurok Contractors, Inc. as a subcontractor to Kasler Corporation.

10.2 Seven hundred and fifty lineal feet to Weaver Construction on a project near Hermiston.

10.3 Nineteen 8 foot curbs to Yurok Contractors, Inc. for the Lowell Ranger Station parking lot.

10.4 One hundred and thirty-five concrete blocks to Cashway Lumber in Baker.

10.5 Thirty-five completed barriers (280 lineal feet) to Calhoun Trucking Co. in Baker.

10.6 Five thousand lineal feet of barrier to F. Hodgins & Son Construction (order has been received, but delivery has not yet been made).

11. In addition to the above successful sales, Commercial Barrier Supply, Inc. has attempted, but failed, to make the following sales:

11.1 One thousand lineal feet to Doug Coates for a project in Bend.

11.2 One hundred lineal feet of concrete median barrier for a project in John Day.

11.3 An agreement was reached with Baker Mill & Grain to carry concrete barrier and other precast concrete products on consignment, but that agreement was terminated because of the divorce of the Baker Mill & Grain principal.

11.4 Negotiations took place with an Eastern Oregon county to purchase over 1,000 lineal feet of barrier to be used as a retaining wall. The purchase broke down at the last minute for an unexplained reason.

11.5 Numerous farmers have expressed interest in using concrete barrier for bank protection but because of the economy of the area and the time of year, sales have not yet been consummated.

11.6 Negotiations took place with LT Contractors on the Pocahontas Road project to use 400 lineal feet of barrier in lieu of guardrail. Approval for the change did not take place.

12. While only three projects and three other outside sales have, as yet, been consummated from the Commercial Barrier Supply, Inc. facility in Baker, the company has established the manufacturing facility as a commercial operation and it was so established prior to the Kasler bid. The lease on the facility was committed prior to the Kasler bid and was intended at that time to be a source in the area whether or not the then joint venture was successful in securing the Kasler contract. The facility is now supplying, and will continue to supply, the precast concrete barrier market as well as a portion of the market for other precast products in Eastern Oregon. Commercial Barrier Supply, Inc.'s Baker yard is an established precast concrete fabrication facility of a commercial supplier or materialmen and the barrier supply for the Kasler project is not "covered work" under the Davis-Bacon Act or the regulations promulgated under that Act.

[illegible]

July 24, 1985

Imhoff & Lynch
Law Offices
PO Box 739
Boise, ID 83701

CON 5
#9809

Attention: Thomas P. Baskin

Thank you for your letter of July 8, 1985, with attached Certificate of Satisfaction and Release of Claim from Idaho Bit and Steel.

You state this is in reference to the Kasler Corporation Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County. The claim was against the subcontractor, Laye and Osbourne, in the amount of $14,812.87.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Kasler Corporation
PO Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

Corroon & Black Ins. Services
PO Box 8699
Portland, OR 97207

NOTED ON CARD
7-24-85 kjm

bc: Secretary of State - Claim filed 5-21-85; CL 1985-0105

bbc: Bryant Jackmond

LAW OFFICES OF
IMHOFF & LYNCH
P.O. BOX 739
BOISE, IDAHO 83701

JOSEPH M. IMHOFF, JR., P.A.
JAMES B. LYNCH
MICHAEL W. MOORE
ALAN R. GARDNER
RICHARD A. CUMMINGS
DAVID R. LOMBARDI
PATRICK D. FUREY
SCOTT W. MAROTZ
CHARLES R. CLARK
THOMAS P. BASKIN, III
STANTON P. RINES
ELAINE F.L. EBERHARTER

TELEPHONE 208-336-6900

July 8, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Your File CON 5, No. 9809

Dear Mr. Gormsen:

Enclosed please find for your records a copy of the release of claim executed by Idaho Bit and Steel in connection with the above-referenced matter.

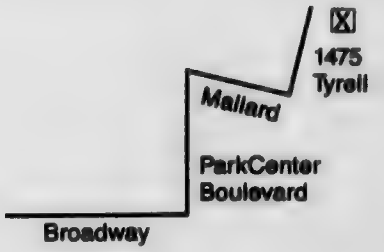
Very truly yours,

Thomas Baskin

THOMAS P. BASKIN

TPB/db
Enclosure

RECEIVED
JUL 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



CERTIFICATE OF SATISFACTION AND RELEASE OF CLAIM

On or about the 6th of May, 1985, Idaho Bit and Steel of 3183 Federal Way, Boise, Idaho 83705, filed for record in the office of the Department of Transportation, a Notice of Claim pursuant to ORS 279.526. In such Notice of Claim Idaho Bit and Steel gave notice of its claim against Kasler Corporation, the prime contractor on State Job No. 9809, and Laye & Osbourne, the subcontractor contracting with Idaho Bit and Steel for the purchase and sale of explosives and other materials in the amount of $14,812.87.

On the 5th day of June, 1985, Laye & Osbourne, contractors, fully satisfied the indebtedness described in the above-mentioned Notice of Claim in the amount of $14,812.87. Therefore, in consideration of such payment, Idaho Bit and Steel releases the above-mentioned claim against the contractor's bond, and consents that the same be discharged of record in the records of the Secretary of State of the State of Oregon.

Pursuant to the statutes of the State of Oregon, Idaho Bit and Steel authorizes and directs the Secretary of State, and/or the Department of Transportation, of the State of Oregon to discharge of record the above-described claim.

DATED This 27 day of June, 1985.

IDAHO BIT AND STEEL

By John C Lungren
JOHN LUNGREN

RECEIVED
JUL 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF IDAHO)
) ss.
County of Ada)

On this 27th day of June, 1985, before me, the undersigned, a Notary Public in and for said State, personally appeared **JOHN LUNGREN**, known to me to be the President of Idaho Bit and Steel, the corporation that executed the within instrument, and acknowledged to me that said corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Sharon H. [illegible]
Notary Public for Idaho
Residing at Boise, Idaho

July 3, 1985

Imhoff & Lynch
Law Offices
PO Box 739
Boise, ID 83701

CON 5
#9809

Attention: Thomas P. Baskin

We are returning the release claim by Idaho Bit and Steel on State Highway Contract No. 9809 as it was not executed.

Upon its execution, please return to 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:kjm

LAW OFFICES OF
IMHOFF & LYNCH
P.O. BOX 739
BOISE, IDAHO 83701

JOSEPH M. IMHOFF, JR., P.A.
JAMES B. LYNCH
MICHAEL W. MOORE
ALAN R. GARDNER
RICHARD A. CUMMINGS
DAVID R. LOMBARDI
PATRICK D. FUREY
SCOTT W. MAROTZ
CHARLES R. CLARK
THOMAS P. BASKIN, III
STANTON P. RINES
ELAINE F.L. EBERHARTER

TELEPHONE 208-336-6900

June 27, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File CON 5, No. 9809

Dear Mr. Gormsen:

Enclosed please find for your records a release of claim executed by Idaho Bit and Steel to contractors and subcontractors on State Job No. 9809. Full payment has been made on the claim.

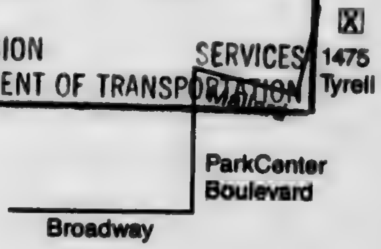
Very truly yours,

THOMAS P. BASKIN

TPB/db
Enclosure

cc: Kasler Corporation
The Travelers Indemnity Co.
Corroon & Black Insurance Services
with enclosure to each

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



This firm is temporarily located at 1475 Tyrell pending completion of a new building in September of 1985.

CERTIFICATE OF SATISFACTION AND RELEASE OF CLAIM

On or about the 6th of May, 1985, Idaho Bit and Steel of 3183 Federal Way, Boise, Idaho 83705, filed for record in the office of the Department of Transportation, a Notice of Claim pursuant to ORS 279.526. In such Notice of Claim Idaho Bit and Steel gave notice of its claim against Kasler Corporation, the prime contractor on State Job No. 9809, and Laye & Osbourne, the subcontractor contracting with Idaho Bit and Steel for the purchase and sale of explosives and other materials in the amount of $14,812.87.

On the ______ day of June, 1985, Laye & Osbourne, contractors, fully satisfied the indebtedness described in the above-mentioned Notice of Claim in the amount of $14,812.87. Therefore, in consideration of such payment, Idaho Bit and Steel releases the above-mentioned claim against the contractor's bond, and consents that the same be discharged of record in the records of the Secretary of State of the State of Oregon.

Pursuant to the statutes of the State of Oregon, Idaho Bit and Steel authorizes and directs the Secretary of State, and/or the Department of Transportation, of the State of Oregon to discharge of record the above-described claim.

DATED This _____ day of June, 1985.

IDAHO BIT AND STEEL

By______________________________
JOHN LUNGREN

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF IDAHO)
) ss.
County of Ada)

On this _______ day of June, 1985, before me, the undersigned, a Notary Public in and for said State, personally appeared JOHN LUNGREN, known to me to be the President of Idaho Bit and Steel, the corporation that executed the within instrument, and acknowledged to me that said corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

____
Notary Public for Idaho
Residing at Boise, Idaho

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1985-0105

FILED
MAY 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1985

IN REPLY REFER TO
FILE NO.
CON 5
#9809

Imhoff & Lynch
Law Offices
PO Box 739
Boise, ID 83701

Attention: Thomas P. Baskin

Gentlemen or Ladies:

This will acknowledge your letter dated May 6, 1985, filing a claim on behalf of Idaho Bit and Steel, concerning the following Highway Division contract:

FILED BY:	Idaho Bit and Steel
AMOUNT:	$14,812.87
FOR:	Materials and equipment
AGAINST (Prime contractor)	Kasler Corporation
SUBCONTRACTOR:	Laye & Osbourne
CONTRACT NO.:	9809
PROJECT:	North Powder-Baldock Slough Section, Old Oregon Trail, Baker County
SURETY:	The Travelers Indemnity Co.
AGENT:	Corroon & Black Ins. Services

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5-24-85 kjm

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Kasler Corporation
PO Box 387
San Bernardino, CA 92402

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

Corroon & Black Ins. Services
PO Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES OF
IMHOFF & LYNCH
P.O. BOX 739
1602 W. FRANKLIN STREET
BOISE, IDAHO 83701

JOSEPH M. IMHOFF, JR., P.A.
JAMES B. LYNCH
MICHAEL W. MOORE
ALAN R. GARDNER
RICHARD A. CUMMINGS
PATRICK D. FUREY
SCOTT W. MAROTZ
CHARLES R. CLARK
THOMAS P. BASKIN, III
STANTON P. RINES

TELEPHONE 208-336-6900

May 6, 1985

RECEIVED
MAY 08 1985
COMMISSION SERVICES
DEPARTMENT OF TRANS

Mr. Bob Gormsen
Department of Transportation
Room 121, Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

I am writing this letter in response to our telephone conversation of 5-6-85 in which we discussed the procedures necessary to file a claim on a contractor's surety bond as a subcontractor on a public works contract. I represent Idaho Bit and Steel, an Idaho corporation which is a subcontractor on Oregon State Job No. 9809, a highway project on I-84 in Baker County, Oregon. Idaho Bit and Steel contracted with Laye & Osbourne, another subcontractor, to provide explosive materials and equipment to be used in the construction project. Idaho Bit and Steel last provided explosive materials to the site on February 11, 1985. To date, Idaho Bit and Steel has provided materials to Laye & Osbourne with a value of $14,812.87. No payment has been received for these materials.

From the information that I have received from my client, I believe that the general contractor who was awarded the bid for this project may have been L & T Contractors. I have been unable to ascertain the name of the surety from whom the performance bond was taken. My client has contacted Laye & Osbourne on a number of occasions concerning payment of the amount stated, but has been unable to get a check issued in payment. Our only alternative at this point is to file a claim for payment on the bond pursuant to Oregon State Code Annotated § 279.526, et seq. Please consider this letter a claim made pursuant to those sections.

It is my understanding from our conversation, that your office will file the appropriate claim with the Secretary of State, even though the statutory scheme seems to anticipate that the aggrieved subcontractor should file a notice of claim. It is also my understanding that by filing this letter with you I have taken all the action necessary to file a claim against the surety.

I would appreciate if you would forward to me a copy of the claim which your offices file with the Secretary of State pursuant to this letter. If you have any questions concerning the nature of Idaho Bit and Steel's claim, or if you need any additional information, please do not hesitate to contact me. Thank you very much for your help in this matter.

Very truly yours,

THOMAS P. BASKIN

TPB/db

cc: Sharon Englesby, Idaho Bit and Steel

RECEIVED
MAY 08 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I-84

ROAD DESIGN-HIGHWAY DIVISION DES 16

E. S. Hunter, PE, PLS
Assistant State Highway Engineer
Technical Services Branch

November 27, 1984

Duane O. Christensen
Road Design Engineer

Economic Comparison Asphalt VS CRCP
North Powder-Baldock Slough Project
Interstate-84

I have reviewed Milan Krukar's economic analysis and Steve Macnab's comments, which are attached. As a result of this review, it appeared that several material items were not truly in or out of State, but some of both.

I asked Warren Richards in Cost Analysis to review the subject project in detail and give me his analysis, which is attached for your review. I believe this review gives us a truer picture of what money is staying in State versus what is going out of State.

In summary, it breaks down as follows for the Asphalt Concrete Overlay and the CRPCC w/AC shoulders alternate:

Alternate	Pavement Overlay	Percentage of Contract Cost Retained In-State	Percentage of Contract Cost Retained Out-of State
1	Asphalt Concrete	61%	39%
2(a)	CRPCC w/AC Shldrs. (Reinforcing Produced in Oregon)	85%	15%
2(b)	CRPCC w/AC Shldrs. (Reinforcing Produced out-of-State)	57%	43%

A review of eight reinforced concrete pavement projects contracted in the last few years revealed that 63% of the concrete pavers are Oregon Contractors, 55% of the contracts used Oregon produced reinforcing steel and 90% used Oregon produced cement.

If you wish to discuss this further, please call me.

DOC:mg
Attachments

1 Versteeg ✓
Anderson
Adams
2 Macnab ARB
Edwards
Turpin
Trout
Wekerlig

RECEIVED
DEC 4 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 13, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Economic Comparison Asphalt vs. CRCP
North Powder-Baldock Slough Projects

The problem was to identify the economic impacts of the asphalt alternate versus the continually reinforced concrete as it relates to cash flow out of Oregon. The local asphalt paving contractors have contended that the concrete pavers are all out of state, therefore, equipment costs, much of the labor costs, overhead, profits tend to flow back to the home state and our lost to the Oregon economy.

Based on these parameters the analysis of the North Powder-Baldock Slough paving projects developed by Milan Krukar does not seem to provide these answers. The approach taken was that the materials were either from in-state or out-of-state. I am not sure that the numbers used are correct or that the comparison method used is clear. I would hesitate to submit this analysis to the asphalt paving contractors as currently written.

Attached is a copy of Steve Macnab's review that is more positive. Please call me if you wish to discuss this further.

JHV:bn

Atch.

NOTED
E. S. HUNTER

Hal
Be sure Krukar reads these discussions
ESH

1 Versteeg
Anderson
Adams
Macnab
Edwards
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ROAD DESIGN SECTION

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STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: November 9, 1984

FROM: Steve Macnab ja.
Steve Macnab
Specifications Engineer

SUBJECT: N. Powder-Baldock Slough
Economic Comparison

I have reviewed Malin Krukar's report on the economic impacts of the N. Powder-Baldock Slough paving project with him and John Scofield. In addition, I have reviewed the economic comparison prepared by the Surfacing Design Unit dated January 30, 1984.

In summarizing my cursory review of this report, I make the following observations:

1. The assumptions used by Mr. Krukar appear to be reasonable and supported by fact. He used the effective interest rates of 0% and 4%, which Surfacing Design used in their cost study. He also used the actual bid prices from the low bidder to adjust the costs of each of the alternates proposed in the original surfacing design report.

2. He has selected for comparison only the significant cost items that are not common to each alternate. One additional item which could have been considered is "contractor profit". This cost is included in the figures for each of the items but has not been broken out separately and allocated to either Oregon or out-of-State sources.

3. Contractor profit is difficult to assign to an in-State or out-of-State source. Following the bid opening, when the low bidder is known, this allocation is fairly easy and could influence the ranking of the different alternates. However, prior to bid opening, a comparison using contractor profit as a separate item could not assume that the contractor would be from Oregon or out of State, since both have

bid previous projects. Following is a list of contractors who have bid previous CRPCC pavement projects:

Bid Opening	Project	Bidder	State
5/10/83	Goshen-Cottage Grove	Wildish	Oregon
		Morse Bros.	"
		Green & White Rk.	"
		Salem Rd. & Drvway	"
		Kiewit	Washington
10/27/83	Airport Way-Powell Boulevard	Stnd Paving & Huckaba & Sons	Oregon
		Northwest Constr.	Washington
		Ball, Ball & Brosamer	California
		Kasler Corp.	California
		K. F. Jacobson	Oregon
		Cascade Constr.	Oregon
5/10/84	N. Powder-Baldock Sl.	Kasler Corp.	California
		Ball, Ball & Brosamer	California
		Kiewit	Washington
		R. A. Hatch	Oregon
7/12/84	North Albany-North Jefferson	Gilbert Pacific	Washington
		Roadway Constr. Corp.	Oregon
		Morse Bros.	Oregon
		Kasler	California
		Ball, Ball & Brosamer	California
		Wildish	Oregon

4. "Net Leakage" provides a relative comparison in dollars since it was calculated by taking the dollar difference between the costs allocated to Oregon sources and those to out-of-State sources.

   An alternative comparison is to base the ranking on the percent of the total amount allocated to Oregon sources as shown below:

Alternate	Pavement Overlay	Total Cost	Oregon Share	Percent Retained in Oregon
#1	Asphalt Concrete	$3,111,600	$ 70,900	2.3%
#2	CRPCC w/AC Shldrs.	$7,512,600	$2,491,300	33.2%
#3	CRPCC w/PCC Shldrs.	$7,665,100	$3,230,400	42.1%

   Using this method of comparison, the results are the same as those in Mr. Krukar's report -- CRPCC with paved shoulders provides the most positive economic benefits.

In summary, I find Mr. Krukar's report to be reasonable and representative of the economic impacts of the three alternates investigated for this particular project.

SHM:ja

Enc.

COST COMPARISONS BETWEEN ASPHALT, PORTLAND CEMENT, STEEL AND LABOR FOR THE THREE ALTERNATIVES

Alternative No.	Overlay Type	Material and Labor	Costs $	Source		
				Oregon $	Out-of-State $	
1	Asphalt Concrete	Asphalt	3,038,200	-	3,038,200	
		Tack Coat	2,500	-	2,500	
		Labor	70,900	70,900	-	
		TOTAL	3,111,600	70,900	3,040,700	97.7%
		Net Leakage.			2,969,800	
②	C.R.P.C.C. Overlay with A.C. Shoulders	Asphalt	510,000	-	510,000	
		Tack Coat 1,1[illegible]	10,000	-	10,000	
		Portland Cement	~~2,461,100~~	2,461,100	-	
	Road Design	Steel 2,6[illegible]	~~4,464,100~~	-	4,464,100	
	Beats down	Labor 55[illegible]	67,400	30,200	37,200	
		profit 5[illegible],000				
		TOTAL 6,470,000	7,512,600	2,491,300	5,021,300	66.8
		Net Leakage			2,530,000	
3	C.R.P.C.C. Overlay with P.C.C. Shoulders	Asphalt	93,000	-	93,000	
		Tack Coat	2,500	-	2,500	
		Portland Cement	3,214,400	3,214,400	-	
		Steel	4,302,000	-	4,302,000	
		Labor	53,200	16,000	37,200	
		TOTAL	7,665,100	3,230,400	4,434,700	57.9
		Net Leakage			1,204,300	

#2

Aggregates	$7^{\underline{46}}$	$ 762,561
Cement	$10^{\underline{60}}$	1,083,532
Steel	$25^{\underline{10}}$	2,147,4[illegible]
+ [illegible] 10%	10% of above	441,[illegible]1
Lime $5^{\underline{25}}$	$5^{\underline{25}}$	[illegible]1,819
Eng[illegible]	$5^{\underline{22}}$	445,677
[illegible]	[illegible]±	533,973
		$ [illegible],4[illegible],526

[illegible]

COST COMPARISONS BETWEEN ASPHALT, PORTLAND CEMENT, STEEL AND LABOR FOR THE THREE ALTERNATIVES

Alternative No.	Overlay Type	Material and Labor	Costs $	Source		
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		Labor	70,900	70,900	-	
		TOTAL	3,111,600	70,900	3,040,700	97.7%
		Net Leakage.			2,969,800	
2	C.R.P.C.C. Overlay with A.C. Shoulders	Asphalt	510,000	-	510,000	
		Tack Coat	10,000	-	10,000	
		Portland Cement	2,461,100	2,461,100	-	
		Steel	4,464,100	-	4,464,100	
		Labor	67,400	30,200	37,200	
		TOTAL	7,512,600	2,491,300	5,021,300	66.8%
		Net Leakage			2,530,000	
3	C.R.P.C.C. Overlay with P.C.C. Shoulders	Asphalt	93,000	-	93,000	
		Tack Coat	2,500	-	2,500	
		Portland Cement	3,214,400	3,214,400	-	
		Steel	4,302,000	-	4,302,000	
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		Net Leakage			1,204,300	

ROUGH DRAFT

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STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO

PLA 9-2

TO: Loyd Henion, Manager
Economic Services

DATE: October 17, 1984

FROM: Milan Krukar Milan Krukar
Sr. Transportation Economist

**WORKING DRAFT
FOR DISCUSSION ONLY**

SUBJECT: North Power-Baldock Slough Paving Project
Economic Impacts of the Three Overlay Alternatives
on Oregon

The Economic Services Unit was asked to review and analyze three alternate proposals for the subject project. The purpose of this analysis was to answer the question: Which of these three alternatives provides the most economic benefit to the Oregon's economy?

Our analysis shows that Alternative No. 3 - the Continuously Reinforced Portland Cement Concrete overlay with Portland Cement Concrete shoulders (Alternative "A" in the Oregon State Highway Division bid sheets) has the best impact on the Oregon economy with only $1.2 million going out-of-state. Alternative No. 2 - the Continuously Reinforced Portland Cement Concrete overlay with Asphalt Concrete shoulders (Alternative "B" in the Oregon State Highway Division bid sheets and the low cost project)) results in $2.5 million going out-of-state. Alternative No. 1 - the Asphalt Concrete overlay has the greatest negative impact, leaking about $3.0 million to out-of-state suppliers. These figures are summarized in the table below:

		Leakages from Oregon
Alternative #1-	A.C. Overlay	$2.97 Million
Alternative #2-	C.R.P.C.C. with with A.C. Shoulders ?	$2.53 Million
Alternative #3-	C.R.P.C.C. Overlay with P.C.C. Shoulders	$1.20 Million

The primary reason Alternative #1 shows such a great leakage to out-of-state suppliers is that asphalt is not produced in the state. C.R.P.C.C. overlays show better results because Portland Cement is manufactured locally. Local manufacturing significantly reduces the impact of leakage resulting from of steel and equipment operators.

11-1-84
Hal Versteeg
Pls review and
discuss
EDH

The results are based in analyzing asphalt in Portland Cement, steel, and labor associated with the overlays. All other items were considered to be the same for each alternative. A more detailed explanation of the methodology is offered in the attachment.

A corollary question is; "Should the State of Oregon favor only Oregon contractors?" The economically rational answer is no because this could invite retialation from other states. This policy would also lessen competition in the long run. The legality of a restrictive in-state policy is also questionable.

who asked this question

MK:dpy

Attachments

ATTACHMENT

NORTH POWDER - BALDOCK SLOUGH PAVING PROJECT

BACKGROUND

This project consists of 11.8 miles of asphaltic concrete road which have been potholing and coming apart. Three alternatives were considered. Alternative No. 1 Asphalt Concrete (A.C.) Overlay; Alternative No. 2 Continuously Reinforced Portland Cement Concrete; (C.R.P.C.C.) pavement overlay with asphalt concrete shoulders; and Alternative No. 3, C.R.P.C.C. pavement overlay with Portland Cement Concrete shoulders.

Cost analysis and comparisons were made for the three alternatives. The cost comparisons are shown as total and life cycle costs in the following table.

		Costs - $ Millions		
			Annual Life Cycle*	
Alternative	Pavement Overlay	Total	0%-Interest	4%-Interest
#1	Asphalt Concrete	15.92	0.53	0.68
#2	C.R.P.C.C. with A.C. Shoulders	11.77	0.39	0.76
#3	C.R.P.C.C. with P.C.C. shoulders	9.07	0.31	0.72

*Zero Inflation Rate.

A 30-year period was used for the cost analyses. The total cost and life-cycle analysis for the three alternatives include rehabilitation cycles, maintenance costs, and salvage value.

As can be seen, Alternative No. 3 is the most economical based on total costs and life cycle costs based on zero percent interest. However, if a four percent interest rate is used, Alternative No 1 is the most economical. Higher rates of interest continue to favor alternative No. 1.

Question: Which of these alternatives has the most beneficial impact of the Oregon economy?

Analysis

The following assumptions were made in this analysis:

1. All asphalt cement is imported from other states.
2. Portland Cement is locally manufactured.

3. Reinforcing steel is imported from other states.
4. Equipment operators for Portland Cement Concrete spreaders, finishers and broomers are imported.
5. Asphalt equipment operators are local.
6. An average of 1500 feet of PCC can be placed per day.
7. An average of 1.5 miles of asphalt concrete in three layers can be laid per day.
8. Thirty percent of PCC equipment operators' salary remain in Oregon economy (10% in state taxes and 20% for expenses).
9. The remaining material and labor source items is the same for the three alternatives and therefore cancel each other out.
10. Costs are based on the winning contractor's bids.
11. Other costs and material estimates were obtained from various OHSD personnel and are "best" estimates.

The results from the analysis are shown in the table at the back.

The table shows that Alternative No. 3 has the least adverse affects on the Oregon economy with $1.2 million leaving the state. Under Alternative #2, $2.5 million leaves the state while $3.0 million leaves the state under Alternative #1.

MATERIALS COST

Item		In-State	Out-of-State
Liquid Asphalt	@$158.00 f.o.b. Portland	$ 8.00	$ 150.00
Haul Asphalt	@ 36.40	36.40	---
Mark-up & handling	@ 5.60 (In-State Contr.)	5.60	---
Total	$200.00/ton	$ 50.00	$ 150.00
Tack Coat (emuls.)	@$135.00 f.o.b. Portland	$ 35.00	$ 100.00
Haul To Project	36.40	36.40	---
Mark-up & handling	@ 78.60 (In-State Contr.)	78.60	---
Total	$250.00/ton	$ 150.00	$ 100.00
Cement	@$ 68.80 f.o.b. Durkee	$ 68.80	$ ---
Haul	@ 7.40	7.40	---
Mark-up & handling	@ 3.80 (Out-of State Contr.)	1.00	2.80
Total	$ 80.00/ton	$ 77.20	$ 2.80
Rebar	@$ 0.165 f.o.b. McMinnville	$ 0.165	---
Haul	@ 0.039	0.039	---
Mark-up & handling	@ 0.010	0.010	---
Total	$ 0.214/lb	$ 0.214	$ ---

The above material cost estimate assumes moderate quantities hauled to N. Powder-Baldock Slough project. Asphalt cost based on $140/ton California crude refined in Portland. Cement and rebar cost based on Oregon produced or recycled materials.

Alternate #1 - A. C. Overlay

Item	In-State	Out-of-State
150,000 tons AC mix @ $11/ton (1) (in-place cost) = $1,650,000	$ 11.00 $1,650,000	$ --- $ ---
9,000 tons Asphalt in mix @ $190/ton (2) = $1,710,000	$ 45.00 $ 405,000	$ 145.00 $1,305,000
100 tons tack (emuls.) @ $225/ton (3) = $22,500	$ 130.00 $ 13,000	$ 95.00 $ 9,500
Total Cost = $3,382,500	$2,068,000 or 61 %	$1,314,500 or 39 %

(1) Price reduced from $20 (pg. 1) due to large quantity.
(2) Price reduced from $200 (pg. 1) due to large quantity.
(3) Price reduced from $250 (pg. 1) due to large quantity.

Alternate #2 - Continuous Reinforced Concrete Pavement with A.C. Shoulders

Item	In-State	Out-of-State
102,220 cy CRCP		
aggregates (incl. haul)	$ 8.00/cy	$ ---
cement (1) (@$70/ton + 5% loss)	20.73/cy	---
rebar (@$0.214/lb + 3% loss)	21.38/cy	---
labor	4.50/cy	---
equipment (out-of-state contr.)	0.63/cy	3.00/cy
profit (out-of-state contr.)	---	5.06/cy
Total unit cost @ $63.30 (2)	$ 55.24/cy	$ 8.06/cy
Total Item = $6,470,526.00	$5,646,632.80 (87%)	$ 823,893.20 (13%)
42,400 tons AC mix @ $20.00 (2)	$ 20.00/ton	---
(In-place cost) = $848,000	$ 848,000	---
2,250 tons asphalt in mix @ $200.00 (2)	$ 50.00/ton	$ 150.00/ton
= $450,000	$ 112,500	$ 337,500
40 tons tack @ $250.00 (2)	$ 150.00/ton	$ 100.00/ton
= $10,000	$ 6,000	$ 4,000
TOTAL = $7,778,526	$6,613,132.80 or 85 %	$1,165,393.20 or 15 %

(1) Price reduced from $80 (pg. 1) due to large quantity.
(2) Actual contract prices.

WR:cb

11211C

MATERIALS COST

Item		In-State	Out-of-State
Liquid Asphalt	@$158.00 f.o.b. Portland	$ 8.00	$ 150.00
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Haul To Project	36.40	36.40	---
Mark-up & handling	@ 78.60 (In-State Contr.)	78.60	---
Total	$250.00/ton	$ 150.00	$ 100.00
Cement	@$ 68.80 f.o.b. Durkee	$ 68.80	$ ---
Haul	@ 7.40	7.40	---
Mark-up & handling	@ 3.80 (Out-of State Contr.)	1.00	2.80
Total	$ 80.00/ton	$ 77.20	$ 2.80
Rebar	@$ 0.165 f.o.b. McMinnville	$ 0.165	---
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Mark-up & handling	@ 0.010	0.010	---
Total	$ 0.214/lb	$ 0.214	$ ---

The above material cost estimate assumes moderate quantities hauled to N. Powder-Baldock Slough project. Asphalt cost based on $140/ton California crude refined in Portland. Cement and rebar cost based on Oregon produced or recycled materials.

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rebar (@$0.214/lb + 3% loss)	21.38/cy	---
labor	4.50/cy	---
equipment (out-of-state contr.)	0.63/cy	3.00/cy
profit (out-of-state contr.)	---	5.06/cy
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WR:cb

11211C

STATE OF OREGON
ROAD DESIGN-HIGHWAY DIVISION

INTEROFFICE MEMO
DES 16

RECEIVED
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REFER TO
FOR

TO: E. S. Hunter, PE, PLS
Assistant State Highway Engineer
Technical Services Branch

DATE: November 27, 1984

FROM: Duane O. Christensen
Duane O. Christensen
Road Design Engineer

SUBJECT: Economic Comparison Asphalt VS CRCP
North Powder-Baldock Slough Project
Interstate-84

I have reviewed Milan Krukar's economic analysis and Steve Macnab's comments, which are attached. As a result of this review, it appeared that several material items were not truly in or out of State, but some of both.

I asked Warren Richards in Cost Analysis to review the subject project in detail and give me his analysis, which is attached for your review. I believe this review gives us a truer picture of what money is staying in State versus what is going out of State.

In summary, it breaks down as follows for the Asphalt Concrete Overlay and the CRPCC w/AC shoulders alternate:

Alternate	Pavement Overlay	Percentage of Contract Cost Retained In-State	Percentage of Contract Cost Retained Out-of State
1	Asphalt Concrete	61%	39%
2(a)	CRPCC w/AC Shldrs. (Reinforcing Produced in Oregon)	85%	15%
2(b)	CRPCC w/AC Shldrs. (Reinforcing Produced out-of-State)	57%	43%

A review of eight reinforced concrete pavement projects contracted in the last few years revealed that 63% of the concrete pavers are Oregon Contractors, 55% of the contracts used Oregon produced reinforcing steel and 90% used Oregon produced cement.

If you wish to discuss this further, please call me.

DOC:mg
Attachments

NOTED
E. S. HUNTER

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WR:cb

11211C

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 13, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Economic Comparison Asphalt vs. CRCP
North Powder-Baldock Slough Projects

The problem was to identify the economic impacts of the asphalt alternate versus the continually reinforced concrete as it relates to cash flow out of Oregon. The local asphalt paving contractors have contended that the concrete pavers are all out of state, therefore, equipment costs, much of the labor costs, overhead, profits tend to flow back to the home state and our lost to the Oregon economy.

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E. S. HUNTER

Hal
Be sure Duane reads these discussions
ESH

1 Versteeg
Anderson
Adams
Macnab
Edwards
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NOV 15 1984
ROAD DESIGN SECTION

2 Duane

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81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: November 9, 1984

FROM: Steve Macnab ja.
Steve Macnab
Specifications Engineer

SUBJECT: N. Powder-Baldock Slough
Economic Comparison

I have reviewed Malin Krukar's report on the economic impacts of the N. Powder-Baldock Slough paving project with him and John Scofield. In addition, I have reviewed the economic comparison prepared by the Surfacing Design Unit dated January 30, 1984.

In summarizing my cursory review of this report, I make the following observations:

1. The assumptions used by Mr. Krukar appear to be reasonable and supported by fact. He used the effective interest rates of 0% and 4%, which Surfacing Design used in their cost study. He also used the actual bid prices from the low bidder to adjust the costs of each of the alternates proposed in the original surfacing design report.

2. He has selected for comparison only the significant cost items that are not common to each alternate. One additional item which could have been considered is "contractor profit". This cost is included in the figures for each of the items but has not been broken out separately and allocated to either Oregon or out-of-State sources.

3. Contractor profit is difficult to assign to an in-State or out-of-State source. Following the bid opening, when the low bidder is known, this allocation is fairly easy and could influence the ranking of the different alternates. However, prior to bid opening, a comparison using contractor profit as a separate item could not assume that the contractor would be from Oregon or out of State, since both have

Contains Recycled Materials

bid previous projects. Following is a list of contractors who have bid previous CRPCC pavement projects:

Bid Opening	Project	Bidder	State
5/10/83	Goshen-Cottage Grove	Wildish	Oregon
		Morse Bros.	"
		Green & White Rk.	"
		Salem Rd. & Drvway	"
		Kiewit	Washington
10/27/83	Airport Way-Powell Boulevard	Stnd Paving & Huckaba & Sons	Oregon
		Northwest Constr.	Washington
		Ball, Ball & Brosamer	California
		Kasler Corp.	California
		K. F. Jacobson	Oregon
		Cascade Constr.	Oregon
5/10/84	N. Powder-Baldock Sl.	Kasler Corp.	California
		Ball, Ball & Brosamer	California
		Kiewit	Washington
		R. A. Hatch	Oregon
7/12/84	North Albany-North Jefferson	Gilbert Pacific	Washington
		Roadway Constr. Corp.	Oregon
		Morse Bros.	Oregon
		Kasler	California
		Ball, Ball & Brosamer	California
		Wildish	Oregon

4. "Net Leakage" provides a relative comparison in dollars since it was calculated by taking the dollar difference between the costs allocated to Oregon sources and those to out-of-State sources.

An alternative comparison is to base the ranking on the percent of the total amount allocated to Oregon sources as shown below:

Alternate	Pavement Overlay	Total Cost	Oregon Share	Percent Retained in Oregon
#1	Asphalt Concrete	$3,111,600	$ 70,900	2.3%
#2	CRPCC w/AC Shldrs.	$7,512,600	$2,491,300	33.2%
#3	CRPCC w/PCC Shldrs.	$7,665,100	$3,230,400	42.1%

Using this method of comparison, the results are the same as those in Mr. Krukar's report -- CRPCC with paved shoulders provides the most positive economic benefits.

In summary, I find Mr. Krukar's report to be reasonable and representative of the economic impacts of the three alternates investigated for this particular project.

SHM:ja

Enc.

COST COMPARISONS BETWEEN ASPHALT, PORTLAND CEMENT, STEEL AND LABOR FOR THE THREE ALTERNATIVES

Alternative No.	Overlay Type	Material and Labor	Costs $	Source Oregon $	 Out-of-State $	
1	Asphalt Concrete	Asphalt	3,038,200	-	3,038,200	
		Tack Coat	2,500	-	2,500	
		Labor	70,900	70,900	-	
		TOTAL	3,111,600	70,900	3,040,700	97.7%
		Net Leakage.			2,969,800	
②	C.R.P.C.C. Overlay with A.C. Shoulders	Asphalt	510,000	-	510,000	
		Tack Coat	10,000	-	10,000	
	Road Design	Portland Cement	1,100,000 ~~2,461,100~~	2,461,100	-	
	Breaks down	Steel	2,600,000 ~~4,464,100~~	-	4,464,100	
		Labor	55,000 67,400	30,200	37,200	
		profit	500,000			
		TOTAL	6,470,000 7,512,600	2,491,300	5,021,300	66.8%
		Net Leakage			2,530,000	
3	C.R.P.C.C. Overlay with P.C.C. Shoulders	Asphalt	93,000	-	93,000	
		Tack Coat	2,500	-	2,500	
		Portland Cement	3,214,400	3,214,400	-	
		Steel	4,302,000	-	4,302,000	
		Labor	53,200	16,000	37,200	
		TOTAL	7,665,100	3,230,400	4,434,700	57.9%
		Net Leakage			1,204,300	

#2

Aggregates	$7^{\underline{46}}$		# 762,561
Cement	$10^{\underline{60}}$		1,083,532
Steel	$25^{\underline{90}}$		2,147,4[illegible]
+L[illegible] 10%	10% of above		44[illegible],3[illegible]1
Labor $5^{\underline{26}}$	$5^{\underline{26}}$		[illegible]47,419
Equip	$5^{\underline{22}}$		445,679
Profit	~~10%~~±		533,978
		#	[illegible],4[illegible],526

C.A.C.P.

[illegible] 3

ROUGH DRAFT

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STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION 378-4082

PLA 9-2

TO: Loyd Henion, Manager
Economic Services

DATE: October 17, 1984

FROM: Milan Krukar Milan Krukar
Sr. Transportation Economist

WORKING DRAFT
FOR DISCUSSION ONLY

SUBJECT: North Power-Baldock Slough Paving Project
Economic Impacts of the Three Overlay Alternatives
on Oregon

The Economic Services Unit was asked to review and analyze three alternate proposals for the subject project. The purpose of this analysis was to answer the question: Which of these three alternatives provides the most economic benefit to the Oregon's economy?

Our analysis shows that Alternative No. 3 - the Continuously Reinforced Portland Cement Concrete overlay with Portland Cement Concrete shoulders (Alternative "A" in the Oregon State Highway Division bid sheets) has the best impact on the Oregon economy with only $1.2 million going out-of-state. Alternative No. 2 - the Continuously Reinforced Portland Cement Concrete overlay with Asphalt Concrete shoulders (Alternative "B" in the Oregon State Highway Division bid sheets and the low cost project) results in $2.5 million going out-of-state. Alternative No. 1 - the Asphalt Concrete overlay has the greatest negative impact, leaking about $3.0 million to out-of-state suppliers. These figures are summarized in the table below:

		Leakages from Oregon
Alternative #1-	A.C. Overlay	$2.97 Million
Alternative #2-	C.R.P.C.C. with with A.C. Shoulders ?	$2.53 Million
Alternative #3-	C.R.P.C.C. Overlay with P.C.C. Shoulders	$1.20 Million

The primary reason Alternative #1 shows such a great leakage to out-of-state suppliers is that asphalt is not produced in the state. C.R.P.C.C. overlays show better results because Portland Cement is manufactured locally. Local manufacturing significantly reduces the impact of leakage resulting from of steel and equipment operators.

11-1-84
Hal Versteg
Pls review and
discuss
EDH

81-125-1367

The results are based in analyzing asphalt in Portland Cement, steel, and labor associated with the overlays. All other items were considered to be the same for each alternative. A more detailed explanation of the methodology is offered in the attachment.

A corollary question is; "Should the State of Oregon favor only Oregon contractors?" The economically rational answer is no because this could invite retialation from other states. This policy would also lessen competition in the long run. The legality of a restrictive in-state policy is also questionable.

who asked this question

MK:dpy

Attachments

ATTACHMENT

NORTH POWDER - BALDOCK SLOUGH PAVING PROJECT

BACKGROUND

This project consists of 11.8 miles of asphaltic concrete road which have been potholing and coming apart. Three alternatives were considered. Alternative No. 1 Asphalt Concrete (A.C.) Overlay; Alternative No. 2 Continuously Reinforced Portland Cement Concrete; (C.R.P.C.C.) pavement overlay with asphalt concrete shoulders; and Alternative No. 3, C.R.P.C.C. pavement overlay with Portland Cement Concrete shoulders.

Cost analysis and comparisons were made for the three alternatives. The cost comparisons are shown as total and life cycle costs in the following table.

		Costs - $ Millions		
			Annual Life Cycle* ?	
Alternative	Pavement Overlay	Total	0%-Interest	4%-Interest
#1	Asphalt Concrete	15.92	0.53	0.68
#2	C.R.P.C.C. with A.C. Shoulders	11.77	0.39	0.76
#3	C.R.P.C.C. with P.C.C. shoulders	9.07	0.31	0.72

*Zero Inflation Rate.

A 30-year period was used for the cost analyses. The total cost and life-cycle analysis for the three alternatives include rehabilitation cycles, maintenance costs, and salvage value.

As can be seen, Alternative No. 3 is the most economical based on total costs and life cycle costs based on zero percent interest. However, if a four percent interest rate is used, Alternative No 1 is the most economical. Higher rates of interest continue to favor alternative No. 1.

Question: Which of these alternatives has the most beneficial impact of the Oregon economy?

Analysis

The following assumptions were made in this analysis:

1. All asphalt cement is imported from other states.
2. Portland Cement is locally manufactured.

3. Reinforcing steel is imported from other states.
4. Equipment operators for Portland Cement Concrete spreaders, finishers and broomers are imported.
5. Asphalt equipment operators are local.
6. An average of 1500 feet of PCC can be placed per day.
7. An average of 1.5 miles of asphalt concrete in three layers can be laid per day.
8. Thirty percent of PCC equipment operators' salary remain in Oregon economy (10% in state taxes and 20% for expenses).
9. The remaining material and labor source items is the same for the three alternatives and therefore cancel each other out.
10. Costs are based on the winning contractor's bids.
11. Other costs and material estimates were obtained from various OHSD personnel and are "best" estimates.

The results from the analysis are shown in the table at the back.

The table shows that Alternative No. 3 has the least adverse affects on the Oregon economy with $1.2 million leaving the state. Under Alternative #2, $2.5 million leaves the state while $3.0 million leaves the state under Alternative #1.

US Department of Transportation
Federal Highway Administration

r11

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Baker & Union	Oregon

IN COMPANY WITH: J. Schlieski, Project Manager, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/23/84	D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	IR-84-7(6)284

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	36 %	0 %

NORTH POWDER - BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY
Paving

This project provides for the overlay of the existing pavement with a 10 inch continuous reinforced portland cement concrete pavement.

The contractor was erecting the large "Road Construction Ahead" sign at the west end of the project. No other work was underway on the roadway.

A subcontractor was producing AC aggregates, shoulder aggregates and CTB aggregates at the Magpie Quarry. Production records indicate that approximately 3000 tons of 3/4 - 0 material have failed gradation specifications. The subcontractor has made adjustments to the crushing operations to improve the gradation.

The 1½ inch aggregates for the concrete pavement will be produced from the Magpie Quarry. The smaller aggregate sizes will be produced from Baker Valley Gravels. Qualifying test reports indicate that these gravels are satisfactory for use.

Present plans are to lime treat the AC paving aggregates this fall. For informational purposes, it is recommended that mix designs be made now of the newly treated aggregates and then again next spring. This will provide information

NOTED
W. E. SCHWARTZ

Cy
12/6

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Form FHWA-1446A
(Rev. 2-84)

as to whether stockpiled lime treated materials are adversely affected by allowing them to remain stockpiled over a long period of time.

This project includes the use of temporary Continuous Rail Traffic Barrier. This barrier type is not now recommended for use, and so, this type of barrier will be eliminated and replaced with temporary concrete barrier.

FOR: Mr Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

July 10, 1984

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FOR

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IN REPLY REFER TO
HDA-OR/INQ-190

NOTED
H.S. COULTER

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

Mr. David T. Kirkland
Kirkland & Coughlin, Lawyers
5602 14th Avenue NW.
Seattle, Washington 98107

Dear Mr. Kirkland:

[illegible]

This letter is in response to your June 20, 1984 letter to me on behalf of your clients, Pozzolanic Northwest, Inc. and Pozzalonic International. Your letter expressed the interest of your clients in the incorporation of flyash into construction materials being used for highway purposes on federally-aided highway projects in the State of Oregon.

The Federal Highway Administration (FHWA) has encouraged the utilization of flyash in highway construction where such use is technically appropriate and cost-effective. Well before the passage of the Resource Conservation and Recovery Act of 1976 (RCRA) and the Environmental Protection Agency's Final Guide for Federal Procurement of Cement and Concrete Containing Flyash, 40 CFR Part 249, FHWA had issued information and guidance advocating use of flyash in appropriate circumstances. These materials received the usual wide circulation and promotion that is given such materials published within the parameters of our authority in administering the Federal-aid Highway Program.

The RCRA, in amending the Solid Waste Disposal Act, requires that each Federal procuring agency procure items composed of the highest percentage of recovered materials practicable consistent with good economy. We believe that FHWA is not a procuring agency with respect to the Federal-aid Highway Program, in that the Federal-aid Highway Program is a Federally assisted State program. The individual States retain broad authority to select projects and establish contract terms and requirements. The Federal interest is largely achieved through a process of review of the States' specific project proposals. Because of our role in the Federal-aid program we feel it is the State's prerogative to select construction materials for specific highway projects. We have reviewed the use of flyash with officials of the Oregon State Highway Division on several occasions. It is my understanding that they are currently working on revisions to their specifications

cy Walt Hart
Jack Sullivan
Steve Macnab
7-13-84.

which may provide for the greater use of flyash. The wide range of both climatic conditions and natural construction materials available for use in Oregon requires laboratory investigation and performance evaluation before flyash is incorporated into projects in Oregon on a larger scale.

We will continue to encourage and assist the State in the use of flyash in accordance with the direction of our Headquarters and will take such other steps as may be warranted by future decisions of our agency on this matter.

Sincerely yours,

Original Signed By
DALE E. WILKEN
Division Administrator
Dale E. Wilken
Division Administrator

bcc:
~~OSHD (Mr Coulter, St Hwy Engr)~~
~~OSHD (Mr Hart, Bridge Engr)~~
Region (HEO-010)

July 9, 1984

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

DES 22

Utilization of Flyash in Highway Projects

The position of the Oregon State Highway Division on the use of flyash as a partial substitute for cement was adequately addressed in my June 4, 1984 letter. The subsequent correspondence from you on behalf of your client has not altered that position.

The potential use and quality control problems associated with the use of flyash are currently under evaluation by our Materials Section. This work is nearly completed and your client can expect some project special provisions to allow the use of fly ash in the near future.

H. S. Coulter
State Highway Engineer

bc E. S. Hunter
Walt Hart
Jack Sullivan (enc.)
Steve Macnab "
Dale Wilken - FHWA

WJH:jrb/ESH:ja

7/3/84

Walt - Attached is current copy of Caltrans 1984 spec. Mineral admixture refers to flyash. Ralph Delany contacted Caltrans. They indicated it (flyash) was used recently in #45 M freeway project in Los Angles and was used in every yard of concrete including pavement.

/Jack

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BRIDGE SECTION

single test value shall exceed 5½ percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, he shall so indicate at the time he designates his source of aggregate as provided in Section 40-1.015, "Cement Content."

90-4.08 Required Use of Mineral Admixtures.—When the use of concrete containing mineral admixtures is required by the special provisions or is ordered by the Engineer, the minimum amount of mineral admixture per cubic yard of concrete and the type and minimum amount of portland cement per cubic yard of concrete shall be as specified or ordered by the Engineer, except that if the minimum amounts of mineral admixture and cement and the type of cement are not specified or ordered, the concrete shall conform to one of the following:

(1) The concrete shall contain "Type IP (MS) Modified" cement conforming to the provisions in Section 90-2.01, "Portland Cement," in an amount to satisfy the requirements in Section 90-1.01, "Description."

(2) The concrete shall contain "Type II Modified" cement conforming to the provisions in Section 90-2.01, "Portland Cement," in an amount not less than 85 percent of that required to satisfy the requirements in Section 90-1.01, "Description," and shall contain a mineral admixture in an amount not less than 15 percent of the amount of cement required to satisfy the requirements in said Section 90-1.01. Where said Section 90-1.01 specifies a maximum cement content in pounds per cubic yard, the total weight per cubic yard of portland cement and mineral admixture shall not exceed the specified maximum cement content.

90-4.09 Optional Use of Mineral Admixtures.—The Contractor will be permitted to replace up to 15 percent of the required portland cement, other than Type IP (MS) Modified or Type III cements, with a mineral admixture in all concrete except where high early strength has been specified or where the use of mineral admixtures is otherwise specified or prohibited. The weight of mineral admixture used shall be equal to or greater than the weight of portland cement replaced.

90-4.10 Proportioning and Dispensing Liquid Admixtures.—Chemical admixtures, air-entraining admixtures and calcium chloride shall be dispensed in liquid form. Unless otherwise permitted by the Engineer, such liquid admixtures shall be dispensed by automatic dispensing equipment. Dispensers for liquid admixtures shall have sufficient capacity to measure at one time the prescribed quantity required for each batch of concrete. Each dispenser shall include a graduated measuring unit into which liquid admixtures are measured to within ± 5 percent of the prescribed quantity for each batch. Dispensers shall be located and maintained so that the graduations can be accurately read from the point at which proportioning operations are controlled to permit a visual check of batching accuracy prior to discharge. Each measuring unit shall be clearly marked for the type and quantity of admixture.

Each liquid admixture dispensing system shall be equipped with a sampling device consisting of a valve located in a safe and readily accessible position such that a sample of the admixture may be withdrawn slowly by the Engineer.

If more than one liquid admixture is used in the concrete mix, a separate measuring unit shall be provided for each liquid admixture, and dispensing shall be accomplished by injecting equipment located in such a man-

---

ner that the admixtures are no
interfere with the effectiveness
tures are used in conjunction wi
ing admixture shall be the firs
When liquid admixtures are
in paving or tilt-drum stationar
cally with the batching cont
equipped with an automatic w
which will provide a visible or
tioning operations are controll
ured for each batch of concre
more than 5 percent or when
are not emptied from the dis
Unless liquid admixtures are
their discharge into the batch
water so that the admixtures
except that air-entraining ad
moist sand in the batching bin
content of the concrete can b
Liquid admixtures requirin
cubic yard shall be considere
amount of free water per c
"Amount of Water and Penet
Special admixtures, such as
ages greater than the capacity
which may contribute to a hi
dispensed as recommended
proved by the Engineer.

90-4.11 Storage, Proportion
—Mineral admixtures shall be
used. Sacked material shall be
and identification for each sh
Adequate facilities shall be
meeting the specified requir
mineral admixtures in order
admixtures from entering th
pling mineral admixtures shal
feed line immediately in adv
Mineral admixtures shall b
ment conforming to the requ
pers, and charging and discha
94, in Section 90-5.03, "Propo
When concrete is complet
mixers, the mineral admixtur
per conforming to the require
ing and discharging mechani
Pavement," and the mineral
simultaneously into the mixe
When interlocks are requir
tion 90-5.03A, "Proportioning
portioning for Structures,"
weighed cumulatively, their
prevent the introduction of

NOTED
H.S.COULTER

D. T. KIRKLAND

KIRKLAND & COUGHLIN

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
AREA CODE (206) 789-0135

T. D. COUGHI

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JUN 26 '84
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FOR

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June 20, 1984

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon

RE: Flyash Use Regulations

Dear Mr. Wilken:

Several weeks ago I was in contact with representatives of your division in connection with the use of flyash in State of Oregon highway projects which are funded by the federal government.

At the same time I was in contact by letter with H. S. Coulter, the State Highway Engineer for the Department of Transportation, Highway Division, in the State of Oregon in connection with the same subject.

The State of Oregon Department of Transportation, as indicated by the enclosed letter of June 4, 1984, appears to be reluctant to implement the guideline for federal procurement of cement and concrete containing flyash as set forth in the Federal Register, Vol. 48, No. 20 and 40 CFR, Part 249.

As you know, and as reflected in the enclosed Memorandum of December 16, 1983, it is Federal Highway Administration policy to support the use of flyash in highway construction where "such use is technically appropriate and cost competitive".

I would appreciate it if you would take such steps as are necessary to assure the State of Oregon's compliance with the flyash use regulations referred to above and, in particular, I would appreciate it if you would add the flyash use requirement to your checklist used in approving federal funding to projects done by the State of Oregon.

It has been the experience of my clients, Pozzolanic Northwest, Inc. and Pozzolanic International, that the use of flyash as a partial substitute for cement frequently results in substantial savings. In addition, under the flyash use regulations affirmative action is required to permit the use of flyash where appropriate. Under these circumstances there does not appear to be any legitimate basis for the State of Oregon's refusal to comply with the EPA regulations and the Department of Transportation's announced policy.

I would appreciate a letter which I could forward to my clients reflecting whatever action your division will take in connection with the above requests. Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Pozzolanic Northwest, Inc./Pozzolanic International
Rex C. Leathers

D. T. KIRKLAND

KIRKLAND & COUGHLIN

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
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T. D. COUGHLIN

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JUN 22 '84
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ESH
R/W

June 19, 1984

H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Your Reference LEG

Dear Mr. Coulter:

Your letter dated June 4, 1984 was received with considerable disappointment. I previously provided a copy of the procurement regulations and request that they be re-reviewed by your department and/or your legal department since they are clearly applicable and since Oregon's action on the Blue Mountain Sumit-Elgin section (FAP FLH-FH-98(4) and North Powder-Baldock Slough (FAP IR-84-7(6)284) were clearly not in compliance either with the letter or spirit of the regulation.

There is no reasonable need for further testing of flyash as suggested by your letter of June 4th. It has been extensively tested and used for many years and the Federal Highway Administration clearly supports the use of flyash in highway projects. I enclose for your information a copy of a U.S. Department of Transportation Federal Highway Administration Memorandum dated December 16, 1983, addressed to all regional administrators setting forth the background of flyash use as viewed from the Federal Highway Administration's standpoint in support of this view. As indicated on the internal memorandum the states are referred to the Geotechnical and Materials Branch for any support desired to "help the States achieve compliance".

Other states, probably as a result of some inaccurate bad publicity have also initially resisted the use of flyash but are now, one by one coming into compliance with the law.

It should also be noted that the use of flyash as a partial substitute for cement both in cement treated base and concrete often, and usually, results in a substantial cost saving, in addition to meeting the waste recovery objectives.

It is my understanding that the State of Oregon currently has three major projects out for bids, as follows:

1. Coos and Curry County, FAP F-2-1-(21)
2. Multnomah County, FAP IX-9296-(4)
3. Multnomah County, FAP IX-9867-(9).

It is requested that you promptly notify the potential bidders on these jobs of the allowability of the partial substitution of flyash as provided by Section 6002 of the Resource Conservation Recovery Act or advise me of the alternate means of compliance with the Act authorized by the regulations.

Please also take note that I am at this time contacting the Federal Highway Administration and requesting that they withhold any federal funds to be expended in the event that the flyash use regulation is not complied with. I also expect, that, in the event compliance is not achieved promptly, my clients will insist that bid protests be filed as authorized by the regulations.

If you have any questions please call.

Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Thomas A. Fox
Pozzolanic Northwest, Inc.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 4, 1984

In Reply Refer to
File No.:

LEG

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

#9134
Blue Mountain Summit-Elgin Section
Union County
FAP FLH-FH-89(4)

#9802
North Powder-Baldock Slough
Baker County
FAP IR-84-7(6)284

Your May 17, 1984 letter on behalf of Pozzolanic Northwest requested revisions to the contract documents on two projects -- Blue Mountain Summit-Elgin and North Powder-Baldock Slough. These projects are under contract and it is inappropriate to consider a contract modification at this time.

In the past, there have been discussions with Pozzolanic Northwest on the potential use of flyash as a partial substitution for cement. We have performed limited testing of flyash and its impact on mix design parameters, properties and long-term performance. We believe that any admixture such as flyash must be tested with job site materials under job conditions in advance of construction to determine its ability to produce the desired properties in the finished concrete.

For this reason, we are in no position to authorize use of flyash on the two projects mentioned above. Perhaps additional testing in the future will result in its use on selected projects.

H S Coulter
H. S. Coulter
State Highway Engineer

Form 734-3122

U.S. Department
of Transportation

**Federal Highway
Administration**

Washington, D.C. 20590

Memorandum

Subject: Use of Fly Ash in Highway Construction

Date: DEC 13 1983

From: Associate Administrator for
Engineering and Operations

Reply to Attn. of: HHO-33

To: Regional Federal Highway Administrators
Regions 1-10
Direct Federal Program Administrator

The Federal Highway Administration (FHWA) has long been a proponent for the utilization of fly ash in highway construction where such use is technically appropriate and cost competitive.

As evidence of the FHWA support for fly ash use, the following Notice and memorandums have been issued:

1. FHWA Notice N 5080.4, dated January 17, 1974, on the subject "Use of Fly Ash in Portland Cement Concrete and Stabilized Base Construction."

2. June 22, 1977, memorandum to Regional Federal Highway Administrators on the subject "Use of Fly Ash."

3. November 13, 1978, memorandum to Regional Federal Highway Administrators on the subject "Lime-Fly Ash Stabilized Bases and Subbases."

4. September 28, 1981, memorandum to Regional Federal Highway Administrators on the subject "Demonstration Project No. 59, The Use of Fly Ash in Highway Construction."

Our August 4 memorandum on the subject, "EPA's Guideline on the Use of Fly Ash," transmitted a copy of the guideline and indicated that the States be encouraged to comply with the substance of them. Although we have not settled our differences with EPA over the legal precedent which could be set by its interpretation of the Resource Conservation and Recovery Act, we do encourage substantial compliance with the guidelines. The Geotechnical and Materials Branch will provide any support desired to help the States achieve compliance. To further emphasize the use of fly ash in concrete, Demonstration Project No. 59, "The Use of Fly Ash in Highway Construction," will focus its attention on this area. Information on this revised project will be forthcoming.

It has recently come to our attention that some of our field offices have written or oral policies restricting the use of fly ash in concrete for some applications. We do not believe that such policies are in concert with our official position and they should be rescinded.

Rex Leathers

Rex C. Leathers

9589 c

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: RES

DATE: July 6, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gordon Beecroft

Gordon Beecroft, P.E.
Research Engineer

SUBJECT: Pavement Smoothness Monitor

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

copy [illegible] I-5,

This is to confirm our interest in participating in the evaluation of the Pavement Smoothness Monitor developed for checking the smoothness of portland cement concrete pavement as it is being layed. Our interest in the evaluation of the device was previously expressed to Mr. David Carter.

How and where we might test the monitor is dependent on the time it would be available and on its flexibility. The write-up indicated the equipment was mounted on a 24 foot float. After August 15, the date on which the equipment will be available, all paving on the Banfield and I-205 is 12 foot wide panels. Next summer, 24 foot widths will be paved on the N. Tigard-S. Tigard project.

The N. Albany-Lebanon Road Section will be paved in four units of 3.5 miles each. The first unit must be completed by October 31, 1984 and the second unit must be paved between February 1 and June 30, 1985. These panels will be paved 26 feet wide; two 12 foot lanes plus two feet of additional support on the right lane.

Another possibility for the evaluation would be the N. Powder-Baldock Slough Section of I-84. Again, the pavement will be 26 feet wide, having two feet of additional support for the right lane. Region 5 has not been notified when the contractor expects to start paving but it is unlikely that it will take place before next summer.

If the timing is right, and we can evaluate the smoothness monitor without too much inconvenience to the contractor we would be interested in participation. The fact that we construct CRC pavements may provide a variable different from the other states selected.

GB:dp
cc: W. E. Schwartz
R. N. Bothman
E. L. Hardt
D. O. Christensen
R. D. Hector

F

1839

7709

June 26, 1984

Kasler Corporation
P. O. Box 387
San Bernardino, CA 92402

CON 5
#9809

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9809 for paving on the North Powder-Baldock Slough Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Robert Hector
Joseph Schlieski

CORROON & BLACK INSURANCE SERVICES
Surety Bonds

70 South Lake Avenue, Suite 1100
P.O. Box 90190 • Pasadena, CA 91109-0190
(213) 796-3888 • 681-0400
Telex: 9105883784
ANSWERBACK CORBLACK PSD

May 22, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Kasler Corporation
Contract No. 9809

Gentlemen:

At the request of our client, Kasler Corporation, we enclose two contract books covering their Contract No. 9809. The documents contained in each book have been executed by Kasler Corporation as indicated and the bond in addition is executed on behalf of The Travelers Indemnity Company.

Required proof of insurance coverages will follow under seperate cover.

Yours very truly,

Martha J. Chase

Martha J. Chase
Assistant Vice President

MJC:fs

encls

cc: Mr. N. J. Soffa, Jr.
Kasler Corporation
San Bernardino, CA

RECEIVED
MAY 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KASLER CORPORATION

GENERAL ENGINEERING CONTRACTORS

May 14, 1984

Oregon State Highway Division
Commission Services
State Transportation Building
Room 121
Salem, Oregon 97310

RE: Contract I-84, Old Oregon #9809
Trail Highway, DB Information
Bid date May 10, 1984

Dear Sir/Madam:

The following is a list of DB firms that we are planning to use on the above contract in accordance to the Special Provision.

DBE
Pacific Northwest Guardrail & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212
503-287-2121

Item #	Quantity		Amount	Total	Description
1.	1	@	$ 7,340	$ 7,340	Mobilization
2.	1	@	1,700	1,700	Temp. Protection & direction of Traffic
3.	1300	@	8.60	11,180	Temp. Signs
4.	12	@	50	600	Temp. Barricades
5.	9050	@	4	36,200	Traffic Barriers
8.	30	@	50	1,500	Safety Markers

RECEIVED
MAY 15 1984
COMMISSION SERV
DEPARTMENT OF TRANSPORTATION

cc – Kay Turner

Corporate Headquarters:
27400 EAST FIFTH STREET
HIGHLAND, CALIFORNIA 92346
Telephone (714) 884-4811

Mailing Address:
P.O. BOX 387
SAN BERNARDINO, CALIFORNIA [illegible]
Lic. No. 204763

Oregon State Highway Division

Item #	Quantity		Amount	Total	Description
9.	35	@	18	$ 630	Delineators
10.	2	@	3,850	7,700	Const. Signs
11.	4	@	3,000	12,000	Sequential Arrow Signs
12.	1000	@	12	12,000	Flaggers
44.	4345	@	8.16	35,455.20	Guardrail
45.	14	@	250	3,500	Anchors
46.	10	@	75	750	Rail End Pieces
47.	270	@	14.50	3,915	Delineators Type 1
48.	25	@	8	200	Delineators Type 1
			TOTAL	$ 134,670.20	

Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, Oregon 97448
503-935-7342

6.	34,700	@	9.70	336,590	Concrete Barrier
7.	112,000	@	1.75	196,000	Moving Concrete Barrier
			TOTAL	$ 532,590	
			GRAND TOTAL	$ 667,260.20	
			TOTAL BID AMOUNT:	$12,417,674.00 5.4% DB	

Should you have any questions, please contact the undersigned.

Very truly yours,

Otis F. Clopton

Otis F. Clopton
Industrial Relations
Manager

OFC/sa

cc: N. Soffa
file

#7

June 4, 1984

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

LEG

Blue Mountain Summit-Elgin Section
Union County
FAP FLH-FH-89(4)

North Powder-Baldock Slough
Baker County
FAP IR-84-7(6)284

tracel 5
Res
Waste

Your May 17, 1984 letter on behalf of Pozzolanic Northwest requested revisions to the contract documents on two projects -- Blue Mountain Summit-Elgin and North Powder-Baldock Slough. These projects are under contract and it is inappropriate to consider a contract modification at this time.

In the past, there have been discussions with Pozzolanic Northwest on the potential use of flyash as a partial substitution for cement. We have performed limited testing of flyash and its impact on mix design parameters, properties and long-term performance. We believe that any admixture such as flyash must be tested with job site materials under job conditions in advance of construction to determine its ability to produce the desired properties in the finished concrete.

For this reason, we are in no position to authorize use of flyash on the two projects mentioned above. Perhaps additional testing in the future will result in its use on selected projects.

H. S. Coulter
State Highway Engineer

bc E. S. Hunter
Walt Hart
Jack Sullivan (Enc.)
Steve Macnab "

WJH:jrb/ESH:ja

KIRKLAND & COUGHLIN

D. T. KIRKLAND

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
AREA CODE (206) 789-0135

T. D. COUGHLIN

May 17, 1984

RECEIVED
TECHNICAL SERVICES
MAY 22 '84
REFER TO
Hunt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
STATE HWY ENGR
MAY 21 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

NOTED
E. S. HUNTER

H. S. Coulter
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: FAP #IR-84-7(6) 284
RE: FAP #FLH-FH-89(4)

Dear Mr. Coulter:

Pozzolanic Northwest is a flyash distributor in the State of Oregon and asked me to contact you regarding the above projects inasmuch as the solicitation for bids in connection with the projects did not, in either case, indicate to bidders that flyash could be used as a partial substitute for cement.

It is my understanding that representatives of Pozzolanic Northwest have had extensive contacts with representatives of the Department of Transportation over the last several years, that the Highway Division has done extensive testing of flyash for use in highway construction, and that the Department has used flyash on some occasion.

Section 6002 of Resource Conservation Recovery Act requires use of certain recovered materials under certain conditions. Regulations issued by the Environmental Protection Agency (40 CFR Part 249) specifically designates flyash as a recovered material for which affirmative procurement action is required in connection with expenditures of federal funds for concrete and concrete products. Enclosed is a copy of the final procurement guideline issued by the EPA which sets forth the background of the act, extensive information about flyash use, and, at page 4230, the name, address and phone number of the principal federal administrator.

Please note that at page 4231 of the enclosed copy of the Federal Register, Volume 48, No. 20 flexibility is allowed in meeting the requirement for permitting the use of flyash and that there is no specific requirement that authorization of the use of flyash be referred to in the request for bids. However, when, as in the two projects noted above, no specific affirmative action is taken to permit the substitution of flyash for part of the cement in the request for bids, some alternative affirmative action must be taken under the terms of the act and regulations.

It is my understanding that the Union County-Blue Mountain Summit-Elgin Section job is currently out for bid and that the bid document itself does not reflect that partial substitution of flyash for cement is permissable. With respect to that job I request that a notice be given to all potential bidders indicating that flyash substitution is permitted.

RECEIVED
MAY 23 1984
BRIDGE SECTION

EOH

In connection with the Baker County-North Powder-Baldock Slough project I understand that bids are already in and I request, (as directed by the act and promulgating regulations) that a specific affirmative effort be made to permit the contractor to substitute flyash as appropriate. In connection with these requests I refer you both to Mr. John Heffelfinger, Hazardous and Industrial Waste Division, Office of Solid Waste, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington D.C. 20460 (202) 382-4761 for further information and to page 4246 of the enclosed Volume 48, No. 20, Federal Register referring to the availability of private remedies under Section 7002 of the Resource Conservation and Recovery Act of 1976. Unless I can be assured of good faith compliance with the legal requirements described in the enclosed materials, my clients will instruct me to take such actions or bring such suits as may be necessary to obtain compliance. I would therefore appreciate a thorough and thoughtful response to the above requests at your earliest convenience and, in particular, I would caution against letting any final contract on the Baker County-North Powder-Baldock Slough project without provision for the use of flyash.

Pozzolanic Northwest also advises me that permitting the use of flyash typically saves the procuring agency a substantial amount of money as well as producing a better product. This potential cost saving, even standing alone, would appear to justify any necessary additional effort necessary to correct the outstanding request for bids on the Union County-Blue Mountain project and to negotiate a bid change at the time of letting the contract on the North Powder - Baldock Slough project.

I would appreciate a copy, or copies, of any request for bid change notice or contract modification reflecting the above requirements.

Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Pozzolanic Northwest, Inc.

federal register

Friday
January 28, 1983

Part IV

Environmental Protection Agency

Cement and Concrete Containing Fly Ash; Guideline for Federal Procurement

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 249

[SWH-FRL 2176-8]

Guideline for Federal Procurement of Cement and Concrete Containing Fly Ash

AGENCY: Environmental Protection Agency.

ACTION: Final guideline.

SUMMARY: The Environmental Protection Agency (EPA) is today issuing final guidelines for the Federal procurement of cement and concret containing fly ash, implementing Section 6002(e) of the Resource Conservation and Recovery Act of 1976, as amended (RCRA). Section 6002 of RCRA requires procuring agencies using appropriated Federal funds to purchase items composed of the highest percentage of recovered materials practicable. Section 6002(e) instructs EPA to prepare guidelines to assist procuring agencies in complying with the requirements of Section 6002.

This guideline designates cement and concrete containing fly ash as a product area for which affirmative procurement actions are required, in accordance with Section 6002. Fly ash is a component of coal resulting from its combustion, and is the finely divided mineral residue which is typically collected from boiler stack gases. The guideline provides recommendations to procuring agencies which are expected to stimulate greater recovery and reuse of fly ash.

The preamble to the guideline explains EPA's regulatory strategy for fulfilling its responsibilities under Section 6002 of RCRA.

DATE: Effective February 28, 1983.

ADDRESS: Single copies of the final guideline, and RCRA, are available from:

RCRA Hotline (800) 424-9346 (In the Washington, D.C. area call 382-3000)

Public Docket: The public docket for this guideline is located in: Room S269C, U.S. Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460, and is available for viewing 9:00 a.m. to 4:00 p.m. Monday-Friday excluding holidays.

FOR FURTHER INFORMATION CONTACT: John Heffelfinger, Hazardous and Industrial Waste Division, Office of Solid Waste (WH-565), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460; (202) 382-4761.

SUPPLEMENTARY INFORMATION: Proposal and Comments: The proposed guideline was published on pages 76906-76921 of the **Federal Register** of November 20, 1980, and invited comments from the public on its contents until January 15, 1981. At the request of some commenters the comment period was reopened until January 30, 1981. Notice of reopening of the comment period was published on pages 9132-9133 of the **Federal Register** of January 28, 1981. A total of 161 written comments were received on the proposed guideline, including 12 late comments. This is in addition to oral comments received at the public hearing held on January 8, 1981 at EPA Waterside Mall, where approximately 75 persons attended and 21 presented formal testimony. The public docket for this guideline is available for viewing as mentioned above.

Introduction

Purpose and Scope

The Environmental Protection Agency is today promulgating the first of a series of guidelines designed to encourage the use of products containing recovered materials. Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended ("RCRA" or "Act"), 42 U.S.C. 6962, requires Federal, State, and local procuring agencies using appropriated Federal funds to purchase items composed of the highest percentage of recovered materials practicable. EPA is required to prepare guidelines to assist procuring agencies in complying with the requirements of Section 6002.

This preamble also explains EPA's regulatory strategy for fulfilling its responsibilities under Section 6002 of RCRA.

RCRA

The objectives of the Resource Conservation and Recovery Act are the protection of human health and the environment and conservation of valuable material and energy resources. The Act sets forth a national program to achieve these objectives by improving solid waste management practices. The provisions of the Act include: (1) Requirements for control of the generation, transportation, treatment, storage, and disposal of hazardous wastes, (2) establishment of environmentally sound disposal practices for all wastes, and (3) investigation and creation of incentives for resource recovery and conservation activities. These activities are to be carried out through a cooperative effort among Federal, State, and local governments, as well as private industry.

Requirements of Section 6002

Section 6002 of the Act, titled Federal Procurement, directs all procuring agencies which use appropriated Federal funds to procure items containing the highest percentage of recovered materials practicable, given that reasonable levels of competition, cost, availability, and technical performance are maintained. This requirement applies only to those products which are designated by guidelines issued by EPA under Section 6002(e). Further, only items where the purchase price of the item exceeds $10,000, or where the quantity of such items purchased during the preceding year exceeded $10,000, are subject to these purchasing requirements.

Federal procuring agencies responsible for drafting or reviewing specifications are required to review and revise specifications for products in order to eliminate any discrimination against the use of recovered materials. They are to remove specifications requiring that items be manufactured from virgin materials, and remove prohibitions against the use of recovered materials.

Vendors are required to estimate the percentage of recovered materials utilized for the performance of the contract and to certify that it is at least the amount called for by the specifications or other contractual requirements.

Section 6002 gives the Environmental Protection Agency responsibility for promulgating guidelines to assist procuring agencies in carrying out these requirements. The EPA guidelines are to designate those products which can be produced with recovered materials and whose procurement by procuring agencies will fulfill RCRA objectives. EPA guidelines are to provide specific recommendations with respect to the procurement of products containing recovered materials. In conjunction with the Office of Federal Procurement Policy in the Executive Office of the President, EPA has responsibility for implementing the policy and program at all levels of government.

Section 6002 is aimed at achieving the materials conservation goal. Its clear objective is to use the economic incentive of Federal procurement to increase the recovery of solid waste materials. Federal procurement of products made from recycled materials can demonstrate their technical and economic viability as they are used by Federal, State and local agencies.

Guideline for Federal Procurement of Cement and Concrete Containing Fly Ash

Purpose

The purpose of this guideline is to increase the use of cement and concrete containing fly ash which is purchased with Federal funds. Fly ash is a by-product of coal combustion. Its increased use in cement and concrete will help reduce this source of solid waste. At the same time this will conserve both significant amounts of energy and natural resources used in making cement. Cost savings can be achieved while providing a product that can be equivalent or even superior to cement and concrete made using only virgin materials.

This guideline will increase the demand for recovered fly ash in federally-funded construction. This increased demand should improve the marketability of fly ash and promote wider acceptance of it as a cement substitute and concrete additive. This together with the cost savings of fly ash in local markets may result in its more widespread use in non-federally funded construction as well.

Contents of the Guideline

This guideline designates cement and concrete, including concrete products such as pipe and block, containing fly ash as a product area for which procuring agencies must exercise affirmative procurement under Section 6002 of RCRA and presents recommendations for carrying out the requirements of Section 6002 with respect to fly ash used in cement and concrete. RCRA defines procuring agencies to include not only Federal agencies, but also State and local agencies, grantees, and contractors which are using Federal funds to purchase cement and concrete.

Section 6002 of the Act sets forth certain requirements for procuring agencies. These requirements include: (1) Eliminating from specifications any discrimination against the use of recovered materials; (2) purchasing products which contain recovered material if reasonable levels of technical performance, cost, availability, and competition can be achieved; and (3) obtaining certification from suppliers that they have met any minimum contractual requirements for including recovered materials.

To assist procuring agencies in achieving compliance with these requirements, this guideline recommends that procuring agencies which purchase cement or concrete adopt a procurement approach which specifically allows that fly ash can be used as an optional or alternate material in the performance of the contract, either in a blended cement or as an admixture in concrete. This recommendation applies except in those cases where the use of fly ash would be technically inappropriate.

Flexibility is allowed procuring agencies in meeting this recomendation. For example, some agenices may prefer to allow for fly ash use through changes in contract specifications, with the option to use fly ash left to the discretion of the successful offeror. In other cases, agencies may prefer an alternate bid approach, and solicit bids for portland cement or concrete alone, and for portland cement or concrete containing fly ash.

In addition, this guideline recommends that procuring agencies revise their guide specifications and design guidelines to ensure that fly ash use is allowed, except where technically inappropriate. It suggests certification procedures which utilize the existing review and approval mechanisms already imposed by procuring agencies.

Phased-in implementation, with specification changes to be made in the first year after publication of this guideline and purchases to begin in the second year, is recommended.

Explanation of Current Regulatory Approach

General vs. Specific Guidelines

Soon after EPA undertook the effort to prepare procurement guidelines, it became clear that guidelines could not be developed for all 50,000 Federal product specifications and standards. EPA did not have the resources to review all 50,000 Federal product specifications and make decisions on what percentage of recoverable materials is technically and economically feasible, available in a reasonable amount of time, and produced by enough companies to guarantee that competition is maintained.

The Solid Waste Disposal Act Amendments of 1980 (Pub. L. 96–482) require a product-specific approach in issuing guidelines. These amendments key all of the purchasing requirements of Section 6002(c) to the preparation by EPA of guidelines for particular products and direct EPA to "designate those items which are or can be produced with recovered materials and whose procurement by procuring agencies will carry out the objectives of (Section 6002)."

Statute Requirements vs. Guidelines

A few commenters on the proposed guideline expressed confusion over the relationship between the requirements of Section 6002 and the recommendations of the guidelines. They asked for clarification of whether the recommendations contained in the guidelines must be adhered to.

EPA is of the opinion that the guidelines are, in general, voluntary. They contain recommendations for achieving compliance with the mandatory provisions of the statute, i.e., Section 6002. The mandatory provisions of the statute for a particular product area are triggered, for the most part, by EPA's designation of that product under Section 6002(e).

Although the guidelines contain recommendations rather than requirements, EPA is of the opinion that compliance with the guidelines constitutes compliance with the statute. However, there may be alternative methods of complying with the statute, not specifically addressed by the guidelines. As long as compliance with the intent of Section 6002 can be established, these alternative methods should be considered acceptable.

Criteria for Selection of Product Areas

In the proposed guideline, EPA proposed criteria to aid in the selection of product areas for which guidelines will be prepared. These criteria were:

(1) The waste material must constitute a significant solid waste management problem due either to volume, degree of hazard or difficulties in disposal;

(2) Economic methods of separation and recovery must exist;

(3) The material must have technically proven uses; and

(4) Federal purchasing power for the final product must be substantial.

In the main, these criteria incorporate all of the factors which the Solid Waste Disposal Act Amendments require EPA to consider in selecting products for the issuance of guidelines.

Some commenters suggested adding to or revising these criteria. One commenter suggested a criterion that the recycled product must not displace a currently recycled product, for example, home scrap as reused within a steel mill. EPA agrees in principle that by designating a product for affirmative procurement actions, a currently recycled product should not be precluded from use. By taking the product-specific approach which is required by Section 6002, sufficient investigations would be performed to assure that this does not occur. We should add, however, that the definition of "recovered material" contained in RCRA "* * * does not include those materials and by-products generated from, and commonly reused within, an original manufacturing process." Thus, home scrap would not qualify as a recovered material for purposes of Section 6002.

Other commenters suggested that energy conservation be included as a criterion for product selection. EPA believes that while use of waste materials may indeed conserve energy, the overriding thrust of Section 6002 must be the impact on solid waste. Thus, it would be inappropriate to reject products from consideration which could result in a significant impact on the solid waste stream, but for which a slight increase in energy consumption would result. Likewise, if significant energy reductions could be achieved while having little or no impact on the solid waste stream, it would be inappropriate for EPA to issue procurement guidelines under Section 6002.

One commenter suggested revising the criterion of Federal purchasing power from being "substantial," to "a great deal." In considering this comment as well as suggestions for additional product areas for the issuance of guidelines, it became apparent that the criterion should focus on the extent to which the Federal government can affect use of waste materials through the procurement guideline mechanism. In some cases, changes resulting from direct purchasing with Federal funding may not be as significant as changes which may take place at State and local levels, and in the private sector, due to the "ripple effect" which changes in Federal procurement practices may have. Therefore, the fourth criterion has been revised to read as follows:

> (4) The Federal government's ability to affect purchasing or use of the final product or recovered material must be substantial.

One commenter suggested inclusion of a criterion for uses which may be expected to develop in the future. EPA rejected this suggestion because it is in opposition to the fundamental concept that the guidelines can only designate products which are technically and economically proven, and available in a reasonable period of time from enough persons to assure that competition is maintained. Other governmental programs may be aimed at demonstrating, for example, the technical feasibility of using a waste material in lieu of a virgin material in a pilot-scale project. Such use may be further developed in the future. However, the mechanism of Federal procurement guidelines is inappropriate for such product development efforts. For the guidelines to be effective, products must have been fully developed and somewhat available, but suffering from resistance to their use. Experimental or developmental products do not fall into this category.

Product Areas Currently Under Study

With these criteria in mind, EPA has chosen four major product categories for the issuance of guidelines under Section 6002. These categories are cement and concrete containing fly ash, recycled paper products, spent pickle liquor from steel finishing processes as used in wastewater treatment operations, and highway construction products containing recovered materials, particularly lime-fly ash-aggregate road base and subbase mixtures. The issuance of a guideline for composted sewage sludge, as mentioned in the proposed guideline, has been deferred, due to higher priority commitments within EPA at the present time. EPA expects additional candidate products to surface through its industry solid waste studies program. As guidelines are completed in these areas, additional product areas may be selected for issuance of guidelines.

Some commenters suggested additional product areas which EPA should include in this and/or future guidelines. These products include petroleum products, petrochemicals, waste oil, metals, glass, tires, polyester bottles, salvaged materials, wood ash or coal/wood ash, and lead blast furnace slag.

These comments were not accompanied by any documentation as to how they meet the criteria for selection of product areas, as EPA specifically requested in the preamble to the proposed guideline. No information was presented as to why these products are good candidates for the procurement guidelines program. However, EPA has studied or considered some of these product areas for the issuance of guidelines. The only currently viable candidate on the list appears to be waste oil, i.e., Federal purchasing of rerefined oil. A guideline may be issued for this product area after completion of the already planned guidelines mentioned above.

Two major categories of metals, aluminum and ferrous scrap, have been considered for procurement guidelines and rejected. Aluminum does not constitute a significant solid waste management problem. Recycling programs implemented by the major aluminum producers during the past decade have had a significant impact on the major source of aluminum scrap—the aluminum can. So valuable has this material become that its price has risen well over 100% during the past five years. Federal involvement would do little to promote further aluminum recycling, where the marketplace has already responded based on economics.

With regard to recycling ferrous scrap, although it is certainly technically and economically feasible, EPA has determined that the Federal government possesses very little ability to influence the amount of scrap which is currently recycled, through the procurement guidelines program. One reason for this is the technical capability of steel furnaces to use scrap. Basic oxygen and electric-arc furnaces currently are operated very close to their maximum technically feasible scrap utilization levels. The open hearth furnaces, on the other hand, have the capability to use additional amounts of scrap. This has been demonstrated in the past, where scrap has served essentially as the surge material when demand for steel increases. However, open hearth furnaces are slowly being phased out and replaced by basic oxygen and electric-arc furnaces. Open hearth furnaces account for less than 15 percent of domestic steel production today, compared to over 40 percent in 1969. Any expansion of production in the steel industry will take place by way of electric-arc and basic oxygen furnaces, which technically must use certain levels of scrap. Thus, Federal involvement would do little to promote further recycling of this material.

A second major reason for not issuing a guideline for ferrous metals is the number of distribution levels through which steel products must pass before receipt by the government. The criterion that the Federal government be in a position to affect purchasing of a recovered material product depends very much upon how directly the government can deal with the manufacturer of the product. For most of the products EPA has considered for the issuance of guidelines, the government purchases directly from the manufacturer or at most, from one intervening level. Although the government purchases such steel-containing products as automobiles, desks, and file cabinets, these are obtained from the final product manufacturers or distributors, very far removed from the steel production process. It is unlikely that the Federal government could influence raw materials utilization practices of steel manufacturers, with such reduced leverage, or obtain meaningful certification of recovered material content.

With regard to government purchases of products containing recovered glass, the above discussion regarding levels of distributors applies here. The government purchases fabricated products which contain glass as one component or are packaged in glass. However, the government possesses very little leverage over the raw materials utilization decisions of glass manufacturers in such situations. There are some potential uses of recovered glass in construction products, such as in brick manufacture or as an aggregate in concrete block or in asphalt concrete. However, these applications have not yet proven themselves to be technically or economically viable enough to be commercially available for the purpose of Federal procurement.

Another waste material, tires, has potential for utilization. One promising application is the use of crumb rubber from waste tires in an asphalt-rubber mixture in highway construction. Such uses are referred to as stress absorbing membranes, involving a thin layer of asphalt-rubber used as surface material with chip seals or as an interlayer with a surface overlay. Asphalt-rubber has been demonstrated to be effective in preventing certain types of pavement cracking by improving the elasticity of the pavement and reducing the susceptibility of the pavement to temperature changes. However, technical feasibility and availability have not yet been demonstrated in wide areas of the country. Further, on an initial cost basis, asphalt-rubber systems appear to be more expensive than conventional pavements, although on a life-cycle cost basis asphalt-rubber may be less expensive. Insufficient data at the present precludes accurate cost comparisions.

This product area is one for which EPA may issue a procurement guideline in the future, as technical, economic, and availability factors are resolved. In the meantime, agencies responsible for highway construction programs at the Federal, State, and local level are urged to investigate the potential for use of asphalt-rubber through further demonstrations and evaluations in their particular regions.

With regard to using salvaged materials, i.e., used brick, old concrete crushed for aggregate, etc., no procurement guidelines are currently envisioned. Construction debris such as this has not been demonstrated to be a significant solid waste problem. This generally inert material is usually disposed of on contractor-owned land and not in municipal landfills where it would consume sorely needed landfill space. Further, reuse of such materials, while potentially very desirable, is likely confined to project specific situations which lend themselves to this practice.

The suggestion for using wood ash or combinations of coal ash and wood ash for concrete, in similar fashion to fly ash from coal combustion, is not considered legitimate. It fails to recognize that fly ash must possess certain chemical and physical properties in order to react successfully in a concrete mix. While no documentation was provided, it is highly unlikely that wood ash or coal/wood ash possess these same properties.

Rationale for Choosing To Issue Guideline Pertaining To Fly Ash

Fly ash used in cement and concrete was chosen as a product area where Federal purchasing power could significantly increase the use of a recovered material. The following discussion demonstrates that fly ash meets the product selection criteria.

(1) Significant Solid Waste Problem

Fly ash is the term used to describe an ash component of coal which results from the combustion of coal. The vast majority of fly ash is produced in electric power generating plants, where powdered coal is burned to produce steam to drive the turbines. Fly ash, which is a finely divided mineral residue, is conveyed out of the boiler along with the stack gases. It is then collected from the gases by various means, including electrostatic precipitators, mechanical precipitators, cyclone separators, bag houses and scrubbers. It is stored in silos, awaiting reuse or disposal, or it may be conveyed directly to a disposal area. Fly ash typically represents about 70 percent of the ash generated by coal combustion, with coarser and heavier bottom ash accounting for the remaining 30 percent.

During 1979, 57.5 million tons of fly ash were generated, with over 82 percent disposed of as waste. The quantities of fly ash requiring disposal will increase dramatically during the 1980's with the construction of additional coal burning power plants. Estimates are for fly ash generation to be 70–80 million tons annually by 1985.

Current disposal practices for fly ash can have a negative effect on water quality (surface and groundwater contamination), air quality (increased dust), land use, noise, and aesthetic value.

(2) Feasible Methods of Recovery

Economically feasible methods exist for recovery of the fly ash waste stream. Electrostatic precipitators or mechanical collection devices separate fly ash from boiler stack gases. More than two-thirds of the coal-fired generating stations have collection and loading facilities for fly ash. However, the majority of fly ash currently is combined with bottom ash, boiler slag, and/or scrubber sludge for disposal, making future recovery for cement and concrete use difficult and more expensive.

(3) Technically Proven Uses

Cement is a powder-like manufactured mineral product, usually gray in color. Cement is mixed with water and sand, gravel, crushed stone, or other aggregates to form the hard substance known as concrete. Cement is not used by itself for construction but is a component of concrete.

Cement is produced by first grinding a carefully proportioned mixture of raw materials such as limestone, silica, sand, clays, and iron ore. The mixture is heated in huge rotary kilns at temperatures approximating 1500°C (2700°F), where chemical reactions take place. The resulting marble-size pellets, or clinker, are ground with a small amount of gypsum (to control setting and hardening) to produce an extremely fine powder, known as "portland" cement. Portland cement is a generic term used to describe a particular type of inorganic hydraulic cement. A hydraulic cement is a cement which will combine with water and harden.

a. *Raw Material.* Several commenters pointed out that fly ash can be used as a raw material in the initial production stages of cement. Fly ash can be a source, for example, of iron and silica needed for cement manufacture. As such, fly ash can be used as a supplementary raw material feedstock which is proportioned with other raw materials and burned in the kiln to form clinker, which is then ground to produce cement.

Fly ash used in this manner loses its identity and becomes an integral part of the cement. Portland cement from such production is tested and certfied according to ASTM standard C150 prescribed by the American Society for Testing and Materials. It is stored, transported, marketed, and used in the same manner as cement produced without using fly ash as a raw material. Such cement is generally not identified as being produced from fly ash.

Fly ash used as a raw material completely loses its identity by undergoing chemical reactions with other cement constituents, allowing further amounts of fly ash to be incorporated into the cement, either to produce a blended cement containing fly ash, or as an admixture in concrete, as discussed below.

Although EPA strongly encourages the use of fly ash as a raw material in the production of cement, we feel it is unnecessary to recommend any changes in specifications, purchasing practices, or certification procedures for this application. The standard specification for portland cement, ASTM C150, currently allows for fly ash use in this manner. Solicitations typically request ASTM C150 as the controlling specification. Standard certification practices exist in the industry. Further, the extent to which fly ash can be used as a raw material is highly plant-specific, depending upon the mineral resource needs of any particular manufacturing plant. Thus, no Federal intervention is deemed appropriate for this application.

b. *Blends and Admixtures.* Although not cement itself, fly ash has the property of cementation when combined with lime and water, and this can complement the cementing action of portland cement. Fly ash combines with the water-soluble lime generated during the reaction of portland cement with water, and forms insoluble cementitious compounds. This cementitious property gives fly ash two primary uses: as an ingredient in blended cements, and as a component of portland cement concrete. When used to produce blended cement fly ash is either interground with the portland cement clinker, or blended with the finely ground portland cement powder (or both). When used directly in concrete, fly ash is added to the standard concrete ingredients at the concrete mixing site. Fly ash can be used either as a partial cement replacement in concrete, or as an added ingredient to obtain certain desired concrete characteristics. Almost 3 million tons of fly ash were used in the production of cement or concrete during 1979.

1. *Blended Cement.* Several U.S. cement manufacturers produce a blended cement meeting the standards prescribed by the American Society for Testing and Materials (ASTM) for the use of fly ash in cement. Blended cement containing fly ash is included in ASTM specification C595 and is designated as "Type IP" or "Type I(PM)." Table 1 indicates the extent to which Type IP or Type I(PM) cement can be used as a substitute for ASTM cement Types I through V in general concrete construction.

TABLE 1

ASTM Cement type	Purpose	Substitute fly ash
I	General purpose	Yes.
II	Moderate sulfate resistance and heat of hydration.	Yes.
III	High early strength	No.
IV	Low heat of hydration	Yes.
V	High sulfate resistance	Yes.

2. *Concrete Admixture.* Fly ash can also be used directly as an admixture in concrete, as a partial replacement for portland cement. ASTM specification C311 contains requirements for the sampling and testing of fly ash when in this manner. ASTM C618 is the standard specification for the use of fly ash as an admixture in concrete. In addition, the General Services Administration maintains Federal Specification SS-C-1960, which references ASTM C618, with minor differences for sulfur trioxide content, loss on ignition, and the pozzolanic activity index.

c. *Bottom Ash.* Bottom ash is the term used to describe an ash component of coal which results from the combustion of coal. The ash that is not fine enough to go up the stack with boiler gases in the form of fly ash instead solidifies and agglomerates into coarser heavier particles. These coarse particles fall into the ash hopper at the bottom of the furnace. The ash may be generated in a dry state or in molten form, where it is more accurately referred to as boiler slag.

Commenters stated that bottom ash and boiler slag can be used in the production of Type IP, portland-pozzolan cement. The cement is apparently marketed as Type IP and certified in accordance with ASTM C595. In this application, the ash is generally interground with cement clinker to produce blended cement. This application is possible because bottom ash is very similar to fly ash in chemical composition.

EPA feels it is inappropriate to include, at the present time, bottom ash or boiler slag as used in the production of Type IP cement, as a recovered material which is "designated" under this guideline. Although bottom ash and boiler slag generally meet the criteria discussed here as those criteria relate to fly ash, the recommendations which EPA makes in this guideline regarding specification and purchasing of Type IP cement are based solely on investigation related to fly ash. Because this is a relatively minor application at the present time, and in order to minimize confusion, the Agency has not included bottom ash and boiler slag as "designated" materials in § 249.02 of the guideline. However, although the guideline language will continue to reflect emphasis on the use of fly ash, procuring agencies should be receptive to consideration of such bottom ash use, when it arises.

d. *Practical Applications.* Many ready mixed concrete producers and concrete product manufacturers have used fly ash for years, particularly in non-specification jobs where they are responsible for the performance of the product, but are able to choose the material content which will best suit their needs both technically and economically.

Several commenters provided EPA with names of specific projects or types of applications where fly ash has been used successfully in concrete. EPA feels that mention of these applications will be particularly useful to potential users of fly ash, particularly those who may possess doubts as to the legitimacy of using fly ash in concrete. The following list is by no means exhaustive, but indicates general areas where fly ash has been used on a commercial scale.

1. *Structural Building.* Structural concrete containing fly ash has been used extensively in certain regions of the country. Buildings in the Chicago area which contain fly ash include the Sears Tower, John Hancock Center, McCormick Place, Standard Oil Building, Prudential Building, Inland Steel Building, and First Wisconsin National Bank of Milwaukee. Other buildings include the Detroit General Hospital, the Atlanta Hilton Hotel, and the Davis-Bessie nuclear power plant near Toledo, Ohio.

2. *Wastewater Treatment Plants.* Locations of more than a dozen wastewater treatment plants, where concrete containing fly ash was utilized, were provided by commenters. These plants included both municipal and industrial treatment plants. Fly ash is sometimes specified or allowed for use as an alternate to ASTM Cement Types II or V, due to the often improved sulfate resistance which concrete containing fly ash can afford.

3. *Dams.* On a national level, the U.S. Army Corps of Engineers and U.S. Bureau of Reclamation have used fly ash in concrete in various projects, most notably dam construction, for many years. Some of these projects include:

Hungry Horse Dam—1953
Dworshak Dam—1973 (700′ high)
Libby Dam—1973 (400′ high)
Richard B. Russell Dam—under construction
Tombigbee Riverway—under construction (series of locks and dams)

A new project on which fly ash is permitted in concrete is the Central Arizona Project, designed to convey water from the Colorado River to the cities of Phoenix and Tucson. The $2 billion project involves construction of over 300 miles of concrete aqueduct and four large pumping stations.

4. *Pavement.* Some State Departments of Transportation have approved fly ash use. For example, the Georgia Department of Transportation (DOT) revised its specifications in 1975 to allow fly ash to be used as a partial cement replacement. Since then Georgia's DOT has placed over three million cubic yards of fly ash concrete pavement and road shoulders, and is now considering review of the specification to allow for a greater fly ash replacement rate.

5. *Concrete Block.* Many manufacturers of concrete block use fly ash at rates of 20–35% of total cementitious material. Some manufacturers use as much as 50% fly ash when employing high-pressure-steam cured processes.

6. *Concrete Pipe.* Some concrete pipe manufacturers use fly ash to obtain a better material flow in production, and to increase the density and decrease the permeability of their product.

e. *Performance of Fly Ash.* Some commenters pointed out that a distinction should be made between ASTM Class F ashes, obtained from the combustion of bituminous coal, and the ASTM Class C ashes, which are obtained from subbituminous and lignite coals. While both types of fly ash are composed of the same chemical components, the quantity of these chemical components as constituent elements of these two types of fly ash vary. The proposed preamble was primarily limited to a discussion of Class F ash, although some of the statements may be true for Class C. The following discussion has been revised to reflect the differences in performance of the two types of ash where information was available from commenters.

1. *Enhanced Performance.* As discussed in the proposal, the use of fly ash in cement and concrete may enhance the performance characteristics of the final products.[1] These advantages can be summarized as follows:

i. *Greater Ultimate Strength.* Proper mix design will achieve 28-day strength equal to or better than a typical Type I cement. Fifty-six day strength will be superior in almost all cases. In the examples of structural applications listed above, use of fly ash was found to be the most practical and economical method of obtaining high strength mixes.

Class C ash concrete may attain early strengths equal to or greater than concrete utilizing portland cement only. This is likely due to the higher calcium oxide content of Class C ash, leading to more rapid development of cementitious compounds.

ii. *Improved Workability.* Specification fly ash used in properly proportioned concrete mixes improves the pumpability, handling, placing, and finishing of fresh concrete, in part due to the glassy, spherical shape of fly ash particles, which add to the "plasticity" of the mix.

iii. *Reduced Water Requirement.* Due to improved workability, usually less water needs to be added to the mix, resulting in less drying shrinkage and less cracking.

iv. *Lower Heat of Hydration.* Generally, less heat is generated during the chemical reactions between the cement and water, resulting in less thermal cracking—especially important in mass concrete applications such as dams, large beams, retaining walls, and foundations.

When using Class C ash, however, the prolific cementitious reactions which take place due to higher calcium oxide contents may not allow for achievement of lower heat of hydration. This characteristic of Class C vs. Class F should be noted where heat liberation is critical.

v. *Increased Sulfate Resistance.* A proper concrete mix with Class F fly ash will reduce the chemical attacks in concrete from sulfates contained in adjacent soil and groundwater. These reactions cause cracking and eventual disintegration of the concrete. Fly ash forms stable cementitious compounds with certain cement constituents, thus reducing the ability of sulfates to combine with these same cement constituents.

With Class C ash, there apparently is no improvement in sulfate resistance. One commenter claimed that subbituminous and lignite fly ashes generally lead to reduced resistance to sulfate attack in concrete.

vi. *Reduced Alkali-Aggregate Reactions.* Certain aggregates react with the alkalis generated during cement hydration, resulting in disruptive expansion and cracking of concrete. Class F fly ash reacts with these alkalis to form stable compounds, thus preventing or severely reducing the reaction with aggregates and the accompanying detrimental effects.

Commenters on Class C fly ash state it has negligible effect with regard to alkali-aggregate reactions. In any event, standard tests are available to determine if a reaction is likely to occur. This likelihood can be predicted as accurately with fly ash as with portland cement.

2. *Disadvantages.* Several disadvantages which are associated with the use of fly ash can be overcome through proper use.

i. *Variable Physical and Chemical Composition.* Fly ash from different sources can be highly variable in its physical and chemical composition. This variability can be due to several factors, such as coal source, combustion process, and collection method. This problem can be overcome through adequate testing and quality control of the ash. ASTM specifications C595, C311, and C618 should be used as minimum standards for acceptance of fly ash. However, these material standards by themselves will not guarantee satisfactory performance of a concrete mix, just as use of portland cement conforming to ASTM C150 will not assure production of a satisfactory concrete. Proper mix design, selection and quality control of all materials, and expertise in mixing, placing, and finishing of concrete all play a role in achieving satisfactory performance.

The issue of ash variability and quality control was by far the technical issue of most concern to commenters. Many commenters who stated that use of fly ash results in deleterious performance of concrete based their concerns on situations where low quality, non-specification ash might be used in concrete. EPA agrees in principle with these commenters concerns. Therefore, EPA substantially revised the sections of this preamble and guideline entitled "Quality Control," which emphasize the need for quality control and quality assurance procedures on the part of all involved parties, particularly fly ash suppliers and material vendors.

ii. *Unfamiliar Users.* Due to lack of widely publicized and sometimes inadequate data on mix designs (as compared to general purpose concrete), fly ash concrete may be improperly prepared by an unfamiliar user. Mix designs do exist to produce fly ash concrete, and in most cases fly ash brokers/companies will provide manufacturing assistance and engineering design aid. The "References" section of this guideline refers to information on fly ash and its use in cement and concrete. Potential users should familiarize themselves with the information in those publications, and seek assistance from suppliers of fly ash.

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[1] (The properties of cement and concrete which contain fly ash have been examined and documented. A report by the National Bureau of Standards entitled "Fly Ashes in Cements and Concretes: Technical Needs and Opportunities," NBSIR 81–2239, summarizes these properties.)

iii. *Special Storage and Transportation Equipment.* Due to its extreme fineness, fly ash requires the use of storage and conveying equipment with tight fittings. Equipment meeting these requirements is readily available.

iv. *Extended Curing Time.* Mix proportions have been developed which will achieve equal or superior strength to general purpose concrete at all ages, particularly if 10%–30% fly ash is added (not substituted) to a concrete mix, or if a blended cement with up to 10% fly ash content is used. However, when used as a cement replacement, superior strength is often not achieved until the age of 28 days.

As discussed earlier, commenters using Class C ash state that equal or superior strength gains can be achieved at all stages of development.

v. *Increased Demand for Air Entraining Agent.* Inadequate air content in concrete will significantly affect its durability and most likely result in premature deterioration. Fly ash used in blended cements and concrete will often cause an increased demand for air entraining agent. With proper testing and quality control, the need for entrained air can be satisfied. The cost of the additional air entraining agent and quality control is often balanced by the cost savings associated with fly ash use.

Commenters on Class C fly ash indicate that air entrainment is not a problem, due to the lower loss on ignition (LOI) of Class C ashes compared to Class F. The reason for a low LOI is likely not due to any inherent property of lignite or subbituminous coal. Rather, these coals are often burned in newer, more efficient, power plants, resulting in more complete combustion with less residual carbon. One the other hand, many of the power plants in the East burn bituminous coal. These plants are generally older and may combust less efficiently than the generally more modern plants found where the lignite and subbituminous coals reserves are located.

EPA cautions against making air content determinations based on the class of ash. Rather, marketers and users should be concerned with the properties of the particular ash at hand. Both types of ash, regardless of carbon level, can affect air entrainment levels and should be evaluated vis-a-vis compensating air entraining admixture levels. This is because any alteration in the mix properties affecting the fine aggregate particle distribution and heat evolution has an effect on air entrainment.

(3) Federal Purchasing Power

Almost one-half of total U.S. cement consumption is in public construction projects (public buildings, public works, transportation). Since Federal funds account for nearly two-thirds of the funding for public construction nationally, approximately 23 million tons of cement is purchased annually either directly or indirectly with Federal funds. These 23 million tons mark the theoretical universe to which this guideline applies.

The actual figure may be lower, however, as some of these cement applications may not be technically appropriate for the use of fly ash. In addition, some of these Federally funded projects already incorporate fly ash. On the other hand, with the anticipated "ripple effect" of private purchases being influenced by these public purchases, the impact could be substantially increased. For example, commenters indicate in those areas where fly ash is accepted, contractors who use fly ash will tend to use it for all of their projects, public and private, where technically acceptable.

Discussion of Guideline

This section of the preamble summarizes and explains the guideline and its integration with the requirements of Section 6002 of the Act. The guideline recommends practices with regard to specifications, purchasing, and certifications which procuring agencies may employ in complying with the mandatory provisions of Section 6002. Adherence to the procedures suggested in the guideline will be deemed to constitute compliance with Section 6002.

Scope

The scope of this guideline is limited to the use fly ash in cement and concrete, including concrete products such as pipe and block. Several commenters agreed with this limitation. However, as discussed in this Preamble under the section entitled "Technically Proven Uses," commenters indicated that bottom ash and boiler slag are being used in production of Type IP, portland-pozzolan cement. Therefore, when reference is made in this guideline to Type IP or blended cements, bottom ash and boiler slag should be considered by procuring agencies as qualifying for those applications, if manufacturers/suppliers can provide satisfactory technical support.

Many commenters pointed out that fly ash and bottom ash can also be used in many other construction applications, such as road base and subbase material, structural fill and embankment, soil stabilization, grouting, masonry cement, and as lighweight aggregate. However, the technical and economic issues related to these uses of coal ash are sufficiently different to warrant separate consideration by procuring agencies. The Agency intends to prepare guidelines on a product-by-product basis.

Guidelines on the use of fly ash in road bases and subbases are currently being drafted by EPA. The Agency believes such use can result in significant economic and energy savings nationwide. Interested persons should become aware of the recently enacted Federal Highway Administration demonstration program (Project 59) for fly ash in highway construction.

The fact that EPA has not issued guidelines for certain applications of fly ash should not be construed as preventing agencies from investigation and use of such materials. For example, one commenter indicated a history of successful use of fly ash in producing a masonry cement meeting the requirements of ASTM, C91, Standard Specification for Masonry Cement. Such uses are encouraged. Agencies should apply the general provisions of this guideline to such applications, in keeping with the intent of RCRA.

The Agency received comments on and considered expanding this guideline to include the use of granulated iron blast furnace slag in cement and concrete. Although major actions have recently been taken to increase the quality and quantity of granulated slag, EPA does not believe granulated slag is sufficiently available yet to warrant guidelines on a national scale. In addition, iron blast furnace slag is already reused at a very high rate, as aggregate and as fill material. Procuring agencies are strongly urged to apply the general provisions of this guideline in those cases where granulated slag suitable for use in cement becomes available.

Similarly, silica fume, the by-product dust resulting from the manufacture of silicon metal and collected in air pollution control devices, has been studied for its use in cement and concrete. The U.S. Army Corps of Engineers has developed results which indicate that silica fume can be extremely beneficial in increasing the resistance of concrete to sulfate attack, while generally maintaining early strength similar to that of portland cement concrete that does not contain the dust. However, additional technical information and standards need to be developed before this material is used on a national scale. Thus, a specific procurement guideline is not currently envisioned for silica fume.

In the meantime, agencies should apply the general provisions of this guideline in those cases where silica fume or other recovered materials become available. This guideline should not be construed as preventing the procurement of other recovered materials suitable for use in cement and concrete.

Some commenters questioned why the use of shales and other naturally occurring pozzolans is not addressed by this guideline. Because the philosophy of the procurement guidelines program is to encourage recovery and reuse of solid waste materials, consideration of guidelines for natural materials which are not solid wastes is inappropriate.

One commenter suggested that EPA disallow the use of concrete containing fly ash in load bearing structures. In view of the successful structural applications mentioned elsewhere in this guideline, and with no documentation provided by the commenter to support the suggestion, EPA must reject it.

Several commenters requested that EPA exempt precast and prestressed concrete products from the guideline. The main concerns expressed by these commenters were that use of fly ash would cause delays in production of these products resulting in increased costs and loss of competitive edge vis-a-vis substitute products. Commenters stated that energy consumption would increase as a result of raising curing temperatures to achieve needed early strength gains. These commenters also expressed concern over the quality and variability of fly ash, which can affect performance and color of precast and prestressed concrete products.

The basis of these commenters' concerns stems from resistance to "mandatory" use of fly ash, i.e., a recommendation contained in the proposed guideline that procuring agencies solicit bids solely for cement or concrete containing fly ash when, in their judgement, those products were available, cost competitive, and technically acceptable. The commenters claimed this recommendation caused confusion and would lead to blanket requirements that fly ash be used in all precast and prestressed products.

EPA has deleted this recommendation in the final guideline, in favor of an approach which recommends that fly ash use be included in all solicitations, unless technically inappropriate. EPA believes that there are no good grounds for exempting precast and prestressed concrete products from such solicitations. Several commenters stated that fly ash is currently being used by some manufacturers of precast and prestressed concrete, apparently with technical and economic success. EPA believes that persons who are willing and able to use fly ash, while guaranteeing performance of their product, should have the opportunity to do so. Thus, an exemption for this product area is not considered appropriate.

Applicability

The requirements of Section 6002 apply, for the most part, to "procuring agencies." The term "procuring agency" is defined by the Act as "any Federal agency, or any State agency or agency of a political subdivision of a State which is using appropriated Federal funds for such procurement, or any person contracting with any such agency with respect to work performed under such contract." The affirmative purchasing requirements of Section 6002 apply to procuring agencies' purchases exceeding $10,000, or where that quantity of functionally equivalent purchases in the preceding fiscal year exceeded $10,000.

This guideline recommends that any solicitations for purchases of cement or concrete made with Federal funds, either directly or indirectly, specifically allow for fly ash to be used as an optional or alternate material, unless it can be shown that the use of fly ash is technically inappropriate for a particular construction application.

(1) Procuring Agency

(a) *Direct purchases.* With regard to direct purchases, there are several situations to which the Agency believes this guideline should apply. Although the language on applicability in Section 6002 leaves room for interpretation, the Agency believes the recommendations here best describe the intent and practical application of Section 6002.

The first is where a Federal agency or other authority using Federal funds purchases cement, either in bag or bulk form. The agency may use this cement or it may supply the cement to other persons or the cement may be used by persons performing construction services for the agency. An example of this occurs where the Department of Defense, Army, purchases cement for use on a construction job, or its general contractor or subcontractor purchases cement for use on that job.

A second case occurs where ready mixed concrete is purchased directly by a Federal agency. The same scenarios applied to direct purchases of cement apply here. If a Federal agency purchases ready-mixed concrete for its own use or, more likely, if a person under contract to or in support of a Federal agency purchases concrete, then the provisions of this guideline apply.

(b) *Indirect purchases.* Indirect purchases of cement and concrete by Federal or other procuring agencies are subject to this guideline. This is where the coverage of the term "procuring agency" becomes critical. Foremost among indirect consumers of cement and concrete are the Department of Transportation (including the Federal Highway Administration, Federal Aviation Administration, Urban Mass Transit Administration); the Department of Health and Human Services; the Department of Housing and Urban Development; and the EPA itself (wastewater treatment works construction grants program). All these agencies are involved in the Federal funding of construction programs for or through state and local governmental authorities. EPA believes that any purchase of at least $10,000 worth of cement or concrete by States and localities or their contractors, subcontractors, grantees or other persons which is funded by grants, loans, funds or similar forms of disbursements of monies from Federal agencies is subject to the provisions of this guideline.

EPA recognizes that these cases of indirect Federal funding may present the most difficulty for implementation. For instance, while the Federal Procurement Regulations and the Defense Acquisition Regulations control all Federal agencies in the case of direct procurement, each Federal agency establishes its own grant regulations. In addition, agency reviews appear to exert little influence over the composition of materials used in construction activities funded by that agency. An agency's primary interest is that the project performs as intended.

While some commenters expressed support for the above interpretation, other commenters had very differing viewpoints. One commenter, the Federal Highway Administration (FHWA) agreed that its direct procurement program for Federal roads and highways is subject to RCRA Section 6002 requirements. The direct-Federal program includes highway projects on Federally owned lands, such as national parks.

However, the FHWA has taken exception to the inclusion of the multi-billion dollar Federal-aid (Federal Highway Trust Fund) program under Section 6002. FHWA contends that State highway departments operating under the Federal-aid program are not procuring agencies under RCRA because they use State funds rather than appropriated Federal funds for any necessary procurement. A percentage of their expenses is later reimbursed by FHWA if the States have satisfactorily complied with applicable Federal laws, regulations, and FHWA/DOT policies. Thus, FHWA states that guidelines promulgated by EPA are not applicable to the Federal-aid program.

EPA does not agree with the above FHWA interpretation. Although the Trust Fund monies result from the Federal excise tax on gasoline, the monies are appropriated to projects before they are redistributed to the States. Further, these Federal funds are substantially being used for procurement of the highway projects in question. Long-established relationships indicate that States are virtually guaranteed of receiving the Trust Fund monies as long as their projects are approved by FHWA and they comply with the requirements specified by FHWA.

EPA does not believe that the legislative history of RCRA supports such a narrow interpretation of the term "procuring agency." Rather, the intent of RCRA Section 6002 is to use the influence which the Federal government can exert through its purchasing power to stimulate demand for and use of recovered materials. Therefore, EPA is of the opinion that the Federal-aid program for highway construction projects is subject to RCRA requirements. Those persons who believe they will suffer damage as a result of failure by a procuring agency to comply with Section 6002, are urged to review the section of this preamble entitled "Compliance and Monitoring."

(e) *Unrelated purchases.* One commenter suggested a very strict interpretation of the term "procuring agency." This commenter claimed that once an agency uses any Federal funds for any procurement (over $10,000 total), *all* purchases (including non-designated items and those made with non-Federal funds) by it and any entities contracting with it become procuring agencies within the meaning of RCRA.

EPA disagrees with this interpretation. In the statute, Congress defined procuring agency to mean an Agency which "* * * is using appropriated Federal funds for such procurement," thereby signalling an intention to exclude purchases made with non-Federal funds from the explicit reach of Section 6002.

Further, the RCRA amendments, discussed elsewhere in this preamble, key the purchasing requirements of Section 6002 to the "designation" by EPA of certain candidate products by way of procurement guidelines. These amendments were passed, in part, because procuring agencies were pursuing inconsistent policies in attempting to implement RCRA purchasing policies throughout their procurement systems for all of their products. EPA is now given the responsibility for designating those items whose procurement will best carry out RCRA objectives.

Thus, this guideline should not apply to construction activities being performed which are unrelated to or incidental to Federal funding, or which include purchases on non-designated products. An example of an activity unrelated or incidental to Federal funding would be where a contractor performed laboratory experiments and bench-scale tests for the Government under a contract. In order to carry out his responsibilities he may need to expand his existing physical facility or construct a new one. The cement and concrete used in that structure would not be subject to the requirements of Section 6002 or this guideline, even though some of the funds received from Federal contract payments might be used to finance the construction.

Another commenter suggested regional instead of nationwide guidelines. The reason cited was that fly ash of the quality and quantity required for a construction project may not always be immediately available in certain parts of the country. Another commenter requested an exemption for city and county construction projects, citing a lack of expertise on their part.

These two comments serve to emphasize the "chicken and egg" dilemma for many recycled materials. Is fly ash not available because there is no demand or expertise to use it in a particular area, or is there no demand or expertise in those areas because fly ash is unavailable? The purpose of this guideline is to alter the status quo by stimulating demand for fly ash, thereby encouraging its availability and the development of the necessary expertise. EPA feels that by including fly ash in bid solicitations as an alternate or optional material, availability will be determined by whether any bids are received for it. Further, allowing for fly ash use will serve as an incentive to potential users in these areas. Contractors will not make the commitment necessary to use fly ash unless it is more readily accepted. Specifically allowing it to be used provides this incentive.

(2) $10,000 Rule

An important issue is the applicability of the $10,000 rule. Clearly, the guideline applies where a procuring agency directly purchases more than $10,000 worth of cement or concrete during the course of any fiscal year. The rule is complicated, however, if a procuring agency purchases concrete "services," which would not only involve the supply of the product but also placement, finishing, etc. Even more complex is the common case where a contractor is assigned all construction activities for a particular agency project, including subcontracting authority for concrete work. In such cases the actual cost of the cement or concrete may not be readily determinable.

In the proposed guidelines, EPA recommended that the $10,000 limitation include the cost of services related to the purchase of the product as well as to the cost of the product itself, at least in those cases where the separate cost of the materials cannot be practically determined.

EPA received several divergent comments on the issue of including concrete "services" in determining applicability of the $10,000 rule. An equal number of commenters agreed and disagreed with this approach. EPA's purpose in including services in the $10,000 limitation as stated in the proposal, was to allow flexibility to procuring agencies and reduce paperwork which might otherwise occur. The final guideline now leaves it at the discretion of an agency as to whether that agency chooses to separately cost-out all the elements of concrete work for purposes of determining RCRA applicability. In some cases, this calculation may be a simple task, particularly for direct purchases of concrete. On the other hand, it may be virtually impossible to obtain such detailed cost information where a general contractor has responsibility for all work on a project. Agencies may desire to establish procedures for estimating the proportion of a project which is represented by the material costs of cement and concrete.

In any event, EPA urges that agencies keep in mind the intent of RCRA, i.e., increased use of recovered materials, in developing their approach to determining RCRA applicability. Imposition of new paperwork or estimation procedures for this purpose should be avoided. Rather, EPA recommends that fly ash use be specifically allowed in *all* cases, except where technically inappropriate. EPA recommends that agencies develop and issue policies to their construction directorates, field offices, grantees, etc. on this issue so that consistency will be maintained in applying this provision.

On a related topic, several commenters stated that the $10,000 limitation was to low, because, it would subject too many small jobs to Section 6002 requirements. EPA cannot accept the commenter's rationale. Congress established the $10,000 purchasing rule in Section 6002(a) of RCRA. The reason for setting a minimum was most likely so that incidental purchases would not be subject to specification changes purchasing requirements, and monitoring efforts. Furthermore, the $10,000 limitation is not to be considered on a contract-by-contract basis, but rather is an aggregate total for the cost of cement and concrete materials during a fiscal year. In order for cement and concrete containing fly ash to be assimilated into the construction materials procurement system, it needs to be considered as an acceptable material on a regular, day-to-day basis. Fly ash should not merely be reserved for larger dollar value projects, as one commenter suggested.

Definitions

Of the definitions which were contained in the proposed guideline, most were self-explanatory and non-controversial and therefore need not be addressed in this preamble. In addition to the definition of "procuring agency" discussed above, the terms "recovered material" and "solid waste" deserve discussion, as EPA received comments on these particular definitions.

The requirements of Section 6002 apply to products containing recovered materials. The definition of "recovered material" contained in the proposed guideline was the same as that in RCRA. However, the definition of recovered material was revised by Congress in the Solid Waste Disposal Act Amendments of 1980. The current definition includes waste material and by-products which have been recovered or *diverted from* solid waste. It excludes materials and by-products—such as home scrap—generated from and commonly used within an original manufacturing process.

Some commenters argued that materials which were being recycled were not solid wastes, because they were not being discarded. The Agency has already dealt with this argument on numerous occasions (see, e.g. 45 FR at 33091 (May 19, 1980)). We think it clear from the language of the statute, the legislative history, judicial interpretation, and subsequent expressions of Congressional intent that Congress intended that materials being used, reused, recycled, or reclaimed be solid wastes. These activities are types of waste management which, if properly conducted, can avoid environmental hazards, protect scarce land supply, and reduce the nation's reliance on foreign energy and materials.

Some commenters on this guideline specifically took exception to the definition of "solid waste" and EPA's authority to regulate reuse and recycling. Rather, they argued that EPA's authority to designate products for procurement guidelines should be based on whether those products are, or contain, recovered materials, i.e., according to the revised definition of "recovered material."

EPA disagrees, in general, with these commenters' opinions. Based on the reasons presented above, EPA maintains its authority to regulate solid wastes which are used, reused, recycled, or reclaimed. In fact, the revised statutory definition of "recovered material" makes clear materials can be recovered from "solid waste," so that the material need not be thrown away to be a solid waste. However, in order to reduce the unnecessary confusion which has arisen in this guideline due to the definition of solid waste, and any revisions to this definition which may occur in the future, EPA has eliminated the definition of "solid waste" from this final guideline.

Specifications

Section 6002(d) of the Act requires revision of all specifications for cement and concrete for which Federal agencies have drafting and review responsibility so that they no longer exclude the use of fly ash—and so that they incorporate the use of fly ash to the maximum extent.

While this requirement applies nominally only to Federal agencies, EPA believes that the elimination of specifications which unreasonably discriminate against the use of fly ash is implicitly required by the affirmative procurement provisions of Section 6002(c) as well. A procuring agency could not realistically fulfill its Section 6002(c) obligation to procure items composed of the highest percentage of recovered materials practicable if, in procuring cement or concrete, it relied upon specifications which unreasonably discriminated against fly ash use. Accordingly, EPA construes the specifications requirement to apply to all procuring agencies.

To assist procuring agencies in achieving compliance with this requirement, the guideline makes several recommendations on specifications. There are three major categories of specifications for which recommendations are made:

- Guide specifications—typically, model standards or specification issued by a procuring agency, which are suggested or required for use in the design of all of the construction projects of an agency (these are often referred to as design standards or design guidelines).
- Contract specifications—a precise set of specifications prepared for a particular construction project, which contains such items as design, performance, and material requirements for that project.
- Material specification—a specification that stipulates the use of certain materials to meet the necessary performance requirements.

Guide Specifications

Procuring agencies will need to review and revise guide specifications in order to reflect the recommendations of this guideline. In doing this, the agencies will need to eliminate any discrimination, either direct or indirect, against the use of fly ash in cement and concrete. In addition they must ensure that guide specifications require that the use of fly ash be considered and incorporated, where appropriate, into contract specifications for individual construction projects. EPA recommends a period of six months after the effective date of this guideline to complete review and revision of guide specifications.

One commenter requested that EPA publish a sample guide specification for use by Federal agencies. EPA has chosen not to follow this suggestion. As mentioned above, guide specifications are usually maintained by individual agencies and can take various forms, such as specifications, standards, or narrative guidelines. It seems undesirable for EPA to develop one guide specification which would be recommended to all agencies. Rather, EPA prefers to allow procuring agencies the flexibility to develop their own specific policies in this area, taking into account types of construction projects, degree of control exercised over specifying architects and engineers, and other such factors. Procuring agencies are expected to reflect the intent of RCRA and policies of this guideline in making whatever changes are necessary in guide specifications.

Several commenters stated that standards of the American Concrete Institute (ACI) currently allow for fly ash use. These commenters specifically mentioned ACI Standard 301, "Specifications for Structural Concrete for Buildings," and ACI Standard 318, "Building Code Requirements for Reinforced Concrete." Such standards apparently do allow for fly ash use, at the descretion of the specifying engineer. However, agencies should still be prepared to make modifications to these and other standards, when and if necessary, particularly if the standards are shown to contain provisions which in some way indirectly discriminate against fly ash use. Specification of minimum cement contents may be one example of such indirect discrimination.

Contract Specifications

This guideline will have its greatest effect on contract specifications which are prepared for each individual construction project. The guideline recommends that agencies make sure that specifications for individual construction contracts specifically include provisions for the use of fly ash as an optional or alternate material, unless it can be shown that this would be technically inappropriate.

Many commenters stated that the most frequent obstacle to fly ash use on an individual project is the specifying architect or engineer. If this person does not specifically allow for fly ash to be used, it is invariably precluded from use. The guideline addresses this problem by apprising procuring agencies that they are responsible for assuring that these individuals are aware of the statutory requirements of Section 6002 and the policies of this guideline with regard to fly ash. Thus, it is critical that the technical officer or engineer on a contract work closely with the contracting or grant officer to assure that fly ash is appropriately considered. The guideline also recommends that procuring agencies document decisions to exclude fly ash from contract specifications, in order to build a base of technical information on this subject, as well as to respond to possible protests or inquiries. Placing the burden upon the procuring agency to assure that fly ash is allowed in contract specifications is particularly important where the design functions is outside the agency or where construction projects are being performed as a result of grants, loans, funds, etc.

Several commenters objected to EPA's recommendation that procuring agencies justify exclusion of fly ash from contract specifications, asserting instead that justification to use fly ash should be the subject of documentation. The Agency disagrees with these commenters. Since the technical feasibility of using fly ash in cement and concrete has been adequately demonstrated, agencies should not require a supplier to "reinvent the wheel" for each project. The recommended approach permits fly ash to be evaluated on a job-by-job basis. It doesn't preclude restriction of fly ash as long as it is justifiable and documented. EPA urges procuring agencies to require that individual suppliers of cement or concrete containing fly ash demonstrate a history of satisfactory technical performance with this material and their ability to meet performance requirements for the particular application at hand, just as they would for portland cement or concrete.

Typically, if use of fly ash is not initially allowed, the time period during which bids are officially open is insufficient to allow for consideration of fly ash use and amendment of solicitations. Consideration of changes can often not be accomplished until after the fact, which can lead to contracting problems and invite protests from losing bidders if change orders are issued at a later time without formal resolicitation. Thus, EPA maintains that consideration should be given to using fly ash during development of the contract specifications, and that cement or concrete containing fly ash should be considered acceptable unless the agency demonstrates otherwise.

EPA agrees with a commenter on a related issue, which is that legitimate documentation of infeasibility for fly ash can be for certain types of applications rather than on a job-by-job basis. By referencing this documentation in individual contract specifications, an agency can avoid extensive repetition of previously documented points. An agency should be prepared to submit such documentation to outside review and scrutiny.

EPA recommends that procuring agencies take no more than 12 months from the effective date of this guideline to assure that contract specifications reflect the requirements of Section 6002.

Material Specifications

Both Federal specifications and national voluntary consensus standards exist for the use of fly ash in blended cement and in concrete. Rather than actually revise existing material specifications for portland cement, procuring agencies are expected to make maximum use of these existing material specifications.

In the proposal, EPA recommended that procuring agencies use only fly ash which, as a minimum, meets ASTM standards. Some commenters agreed that use of ASTM specifications as a minimal standard is appropriate, in that they are national voluntary consensus standards which have been developed over a period of time. A few commenters, however, suggested that EPA reference the ASTM standards, but with recommendations for tighter parameters. While EPA discusses such tighter parameters for information purposes in this preamble, the Agency feels it is inappropriate to make recommendations which override national consensus standards.

One commenter requested that compliance with ASTM standards not be made mandatory, because the commenter has been able to use fly ash, which does not conform to the standards in one aspect, very successfully in concrete. EPA agrees with this approach. While the guideline recommends adherence to ASTM and/or Federal specifications, the ultimate determinant of acceptability should be concrete performance. Accordingly, the guideline permits use of non-specification fly ash where the procuring agency has developed sufficient expertise to use it in particular applications.

Mix Design Standards

This guideline suggests no minimum, maximum, or absolute level of fly ash content in blended cement or concrete which is subject to this guideline. Flexibility is necessary because of variation in fly ashes and cements, strength requirements, relative costs, and even local and regional construction practices and climatic conditions.

The provisions of ASTM specification C595 for blended hydraulic cement require that Type IP cement contain 15%–40% fly ash and that Type I (PM) cement contain 0–15% fly ash by weight, thus allowing fly ash content to be specified in a range from 0 to 40%. A typical blending rate in the industry appears to be around 20%. However, the actual proportion to use needs to be determined on a job-by-job basis in accordance with established mix design procedures and performance needs.

When used directly in the manufacture of concrete, industry practice indicates that more fly ash should be use than the amount of cement replaced, at least when using Class F ash. This ratio should be at least 1.25–1.50 fly ash to 1.00 unit of cement. Commenters on Class C ash provided data to indicate that pound-for-pound replacement of cement with fly ash can be used to achieve early strengths equivalent to that of portland cement alone. Typical replacement rates in concrete are around the 15% level, but the actual percentage needs to be determined on a job-by-job basis.

Allowing the use of low levels of fly ash in cement and concrete may encourage additional companies to experiment with the product and gain expertise. This could ultimately increase the number of companies using fly ash, and the amount of fly ash they use.

Information contained in the "References" can be used as guidance in determining proper fly ash content.

While some commenters agreed with this flexible approach to fly ash content and mix design, a few disagreed with it. The dissenters argued that RCRA requires procurement of products containing the *highest* percentage of recovered materials practicable. Thus, if fly ash can be used at a blending rate of 20%, these commenters suggest EPA specify 20% as the minimum level of fly ash content which must be supplied in order to qualify for award.

EPA prefers to interpret RCRA with emphasis on the word *practicable*. EPA feels that the highest percentage of fly ash practicable is determined by such factors as price, availability, competition, and technical performance. For instance, if a higher level of fly ash content is only available at a much higher price, EPA considers it impractical to purchase the higher priced material, although it is technically available. With the open bidding approach recommended in this final guideline, EPA believes that persons willing and able to supply cement or concrete containing fly ash will do so. Normal bid evaluation procedures will then determine practicality based on price, availability, etc. and not on an arbitrarily established limit on fly ash content which considers only technical potential.

Concrete specifications which specify minimum cement contents could potentially discriminate against the use of fly ash. Such provisions may deter substitution of fly ash for cement. To address this problem the proposal recommended changing such specifications to permit the substitution of fly ash for cement.

An equal number of commenters agreed and disagreed on this issue. The opposing commenters stated that minimum cement factors are often based on the need not only for strength but for durability and that an agency should be permitted to specify some level of minimum cement content (which may reflect the substitution of fly ash for a portion of the cement). The commenters were willing to agree with EPA's recommendation on this issue, provided that adequate testing or local experience showed that concrete durability is not affected. EPA feels this is a reasonable approach, and that minimum cement contents may be retained, provided they reflect a substitution of fly ash for a portion of the cement.

Of the commenters supporting EPA's recommendation on minimum cement contents, most stated that minimum cement contents and maximum water:cement ratios discriminate against use of fly ash, and suggested a shift from prescription specifications to those based on performance. A wholesale revision in concrete specifications to those based totally on performance is beyond the scope of this guideline and the jurisdiction of EPA. However, such a shift may be appropriate in particular instances. Thus, this final guideline recommends that procuring agencies change mix design standards which unfairly discriminate against the use of fly ash, such as those which unnecessarily specify minimum cement content or maximum water:cement ratios.

Performance Standards

It is often claimed that designs of construction projects are conservative and, as a safeguard, intentionally increase the strength requirements beyond what the design criteria actually require. Setting concrete strengths which are higher than actually needed during the several days following concrete placement (i.e., "high early strength") can deter the use of fly ash. Although fly ash will generally enable a concrete to achieve a higher ultimate strength (e.g., at 28, 56, and 90 days), very high early strength can be achieved, with Class F ash, only by adding fly ash to the mixture without reducing the cement content. In this situation, the economic and energy conservation advantages of using fly ash are sharply diminished.

In the proposed guideline EPA recommended revising certain performance standards, where appropriate, primarily to extend the period for strength evaluation. Numerous comments were received on this issue, primarily opposing EPA's recommendation. A variety of reasons were given for not extending strength evaluation periods. Foremost among these was a claim that increased costs and delays in schedules would occur as a result of delays in stripping forms or awaiting approval before proceeding with further construction. Some commenters pointed out that strength development is a key factor, in determining durability of concrete. The commenters urged EPA to maintain the current, standard strength evaluation periods, citing their existence as providing a good balance between costs, performance, and timeliness.

Some commenters agreed with EPA's recommendation to extend strength evaluation periods, while others commented this practice should only be allowed for certain applications, such as non-flexural members.

In this final guideline, EPA has retained the general concept that performance requirements which arbitrarily restrict the use of fly ash, either intentionally or inadvertently, should be revised. However, the Agency has removed the specific recommendations for extension of strength evaluation periods. We feel the performance requirements for a project should be assessed based on the specific technical design needs of that project.

The Agency still maintains that a need exists for recognizing that concrete containing fly ash can perform successfully, although it may not always achieve the early strength gains of portland cement concrete. Methods of predicting strength, such as past experience, laboratory design results and accelerated test procedures can be used to estimate the strengths which concrete containing fly ash will attain at specified intervals.

Thus, although concrete containing fly ash may exhibit lower strengths than portland cement concrete, at 3-day and 7-day test periods for example, an agency may consider accepting the product provided the supplier has satisfactorily demonstrated the later day strengths which are expected to be achieved, and the strengths at all ages are satisfactory from a safety standpoint. Of course, in allowing slower early strength development, the contractor is still responsible for performing under the contract in a cost effective, safe, and timely manner. EPA feels this can and is being done.

Purchasing

EPA is designating cement and concrete containing fly ash as a product area for which procuring agencies must exercise affirmative procurement actions under Section 6002 of RCRA. As discussed in this Preamble under the section entitled "Statute Requirements vs. Guidelines," when EPA "designates"a product area through the issuance of guidelines, RCRA requires that procuring agencies take positive step to purchase that product. This section of the guideline contains recommendations for satisfying the affirmative procurement requirement.

Bidding Approach

In the proposed guideline, EPA recommended that procuring agencies utilize a dual bid approach for cement and concrete purchases. The Agency recommended that all bid solicitations for cement and concrete should solicit bids for both portland cement or concrete and cement or concrete containing fly ash, where technically appropriate. Award would be made to the lowest priced responsible offeror.

In the proposal, EPA further recommended that where the application was technically appropriate and where a procuring agency was satisfied that cement or concrete containing fly ash was reasonably available and its bid price would be competitive with that of portland cement or concrete, only bids for cement of concrete containing fly ash should be solicited. Award would still be made to the lowest priced responsible offeror.

The issue of affirmative purchasing and what most negative commenters characterized as the "mandatory use" provision of the proposed guideline, § 249.20(b), was by far the issue of most concern to commenters. At the public hearing, the Agency pointed out that § 249.20(b) is a "mandatory use" provision only if the individual procuring agency chooses to solicit bids only for cement or concrete containing fly ash, while excluding portland cement. This is not the same as the stricter approach which the Agency had considered taking in the proposal, which was to recommend that all agencies always require the use of cement or concrete containing fly ash, except where technically inappropriate.

Nevertheless, over half of the commenters considered the proposed § 249.20(b) as undesirable, arguing that cement and concrete containing fly ash should never be the only material specified, except in those very rare instances where it provides a property which portland cement alone cannot, such as low internal heat generation during construction of dams. Although EPA would have left this decision at the discretion of the procuring agencies, EPA now believes it is inappropriate to recommend it at all.

Despite the negative criticism of the "mandatory use" provision in the proposed guideline, a majority of commenters on this issue indicated support for an optional or alternate bid approach which allows for fly ash use.

EPA's recommendation in this final guideline is that procuring agencies specifically include provisions in individual contracts to allow for fly ash use as an optional or alternate material, unless the application is shown to be technically inappropriate. Award can then be made in accordance with normal and customary bid evaluation procedures, since these procedures (which generally require award to the lowest priced responsible offeror) tend to insure the purchase of cement or concrete containing fly ash only when it is reasonably priced (i.e., priced at or below the price of portland cement or concrete), reasonably available (i.e., offered by a responsible offeror) and technically appropriate. By notifying potential bidders that fly ash use is acceptable, the procuring agency thus essentially complies with its affirmative procurement obligation to purchase cement or concrete containing fly ash, except where not reasonably available, reasonably priced, or technically appropriate, since the natural operation of the bidding system tends to make this determination for the agency.

After reflection, EPA is convinced that the marketplace provides the best gauge of reasonable price, availability, and competition. It is inappropriate to artifically restrict the marketplace through limitation of bids, even where the procuring agency has independent knowledge that the cement or concrete containing fly ash is reasonably priced, available, etc. The reasons for this are discussed below.

Lack of Availability

Commenters claimed that the "mandatory use" proposal was inappropriate because quality controlled fly ash is not always available in every part of the country. As discussed previously, this is the "chicken and egg" dilemma for many recycled materials, i.e., is fly ash not available because there is no demand in those areas, or is there no demand in those areas because fly ash is unavailable? Supporters of fly ash use argue that if fly ash is more universally accepted, it will easily be more available.

Under the proposal, procuring agencies were required to restrict the bidding to fly ash where they knew it to be available. Nevertheless, the local unavailability situation does exist and procuring agencies can be mistaken in their assessment of reasonable availability. Agencies feel it is a waste of time and money to prepare and solicit bids solely for fly ash, only to find out there are no offerors. However, if fly ash is not the only product included in bid solicitations, availability will be determined by whether any bids are received for it, without the need for resolicitation. Allowing fly ash will also serve as an incentive to potential users in that area. Contractors will not make the commitment necessary to use fly ash unless it is more readily accepted. Including it in bid solicitations and allowing it to be used provides this incentive.

Cost Issues

The negative commenters almost always cited the potential for cost increases as a reason for never mandating sole use of fly ash. While the Agency did not propose to mandate sole use of fly ash, regardless of cost, it is true that use of certain classes of fly ash can cause a delay in early strength gains in concrete. This can lead to longer production times and *may* lead to cost increases. In addition, as noted in the proposed preamble, some equipment and technical expertise may have to be purchased in order to use fly ash successfully. Further, because of local unavailability, quality fly ash may only be available at a premium in certain areas.

If fly ash were required to be used, regardless of cost, some contractors would undoubtedly be left with no alternative but to raise their bid prices, without making the prices extraordinarily high or infeasible. However, if fly ash is merely allowed to be used but not required, portland cement concrete contractors will still be able to bid and award can be made to the lowest priced responsible bidder. Many fly ash concrete suppliers can economically compete, if given the chance to do so. If a builder can use fly ash in a cost effective manner, and guarantee performance and timeliness of the work, this is what the Government should be concerned with. An open bidding process successsfully addresses the negative commenters' contentions that cost increases are the inevitable result of fly ash use.

Technical Considerations

Many commenters voiced concern over technical problems which can arise when fly ash is used and which might be exacerbated under the "mandatory use" provision. These problems can often be attributed to use by inexperienced persons or use of low quality ash. However, there are legitimate technical concerns which do exist even when using high quality ash, for which mandatory use causes a dilemma—largely because the mandatory use provision requires the issue of technical appropriateness to be resolved at the outset, thus reducing flexibility.

One technical concern is the effect which climate can have. Use of fly ash can delay the curing time of concrete. Cold temperatures can compound this effect even further. Some manufacturers of blended cement containing fly ash recommend that their product should not be used at less than 50°F, except under close supervision. Flexibility to revert to portland cement concrete would be needed in such instances. On a long-term contract which spans the winter months, it is possible that fly ash concrete should most likely not be used. Serious contractual problems could arise if fly ash were specified as the mandatory material for that contract, and award made on that basis, while precluding portland cement suppliers. Procuring agencies would likely exclude fly ash altogether as an alternative, since it could not be used as the sole material for the entire contract.

One solution, however, is to allow that fly ash be used, at the option of the contractor, subject to approval of mix designs by the engineer. As materials change on a project, due to availablity, cost, etc., new designs are often approved. In the case of fly ash, this flexibility should be permitted to the contractor.

Another technical problem is that fly ash may not be suitable for all uses within a project. A contractor bids on the entire project. Therefore, requiring a bid for either fly ash or not raises serious technical questions. Again, as an alternative, a procuring agency would likely exclude the use of fly ash altogether, since it could not be used for the entire project. However, with the more flexible approach EPA suggests in this guideline, the contractor and/or engineer can decide on which uses may not lend themselves to fly ash, on an item-by-item basis, *after* award of the contract.

Inexperienced Users and Ash Variability

Many commenters expressed concern that the so-called "mandatory use" provision might encourage use by inexperienced persons. As noted in the preamble to the proposed guideline, many contractors still lack knowledge of the proper use of fly ash in concrete and of the means of ensuring quality control. Commenters claim that if businesses are faced with the choice of either using fly ash or not bidding on a job, they will tend to use fly ash. EPA agrees that this could definitely lead to the use of low quality ash by unsophisticated users, or the failure to otherwise provide a satisfactory product. While ash from a single source may be of consistently high quality, a great deal of the fly ash generated is not suitable for use in concrete.

Although contractors are responsible for obtaining suitable materials and applying them properly, EPA believes that the problem of inexperienced users can best be avoided by employing an open bidding process in which bids for cement or concrete contining fly ash and portland cement or concrete are accepted. Furthermore, since fly ash does not currently enjoy widespread use, this solution will, in the long run, create greater acceptance by procuring agencies, engineers and contractors.

Restricts Use of Other Materials

Several commenters stated that the "mandatory use" provision, by restricting bids to the use of fly ash as a partial cement replacement in cement and concrete, would effectively preclude use of other recovered materials in cement and concrete. There are other waste materials, particularly blast furnace slag from iron production, which can be used successfully in cement production. Any suggestion on EPA's part that fly ash should always or even sometimes be the only material specified could be a major setback to development of other materials suitable for use in cement. It would be improper for EPA to create such barriers.

This problem can be overcome through allowing, not requiring, fly ash to be used. Contract specifications should be written incorporating references to both portland cement specifications and those for fly ash. As iron blast furnace slag is developed and becomes more readily available for this use, it should be included as a third optional material, at the discretion of procuring agencies. The American Society for Testing and Materials is actively working on development of such a standard for slag.

Competition Would Be Restricted

While adequate competition may exist (i.e., two or more bidders with reasonable prices) when soliciting bids only for fly ash, producers of portland cement concrete would be precluded from bidding. The primary purpose of the guideline is to work fly ash into the bidding system, because it is typically the excluded product at the current time. EPA would be reversing this situation with a mandatory fly ash use provision. We feel such an approach is unnecessary in the case of fly ash. With the approach that fly ash be included in the bidding system as an optional or alternate material, competition and business opportunities will increase, by allowing persons who are willing and able to use fly ash to bid on contracts on which they are now often precluded.

Bid Alternatives

Commenters have made EPA somewhat aware of the various methods which can be used to achieve the objectives expressed above. EPA discusses these methods in the guideline, and has left flexibility to procuring agencies in deciding which mechanism can best be implemented in their existing procurement system.

One approach is to allow for the use of fly ash through changes to contract or guide specifications, as discussed in this preamble in the section entitled "Specifications." Under this approach, the contractor would secure award of a contract based on normal bid evaluation procedures. At a later time, the contractor can exercise his option to use or not to use fly ash. Regardless of the choice made, normal quality assurance procedures apply, and review and approval of mix designs, materials, etc., must be performed by the project engineer. Some commenters characterized this method of solicitation as the "optional" approach.

A second purchasing method which some commenters suggested can be characterized as an "alternate bid" approach. Under this approach, a procuring agency would solicit bids requesting separate price quotations for either portland cement concrete or concrete containing fly ash. As in the case of the "optional" approach, award would be made in accordance with normal and customary evaluation procedures—typically to the lowest priced responsible bidder—regardless of whether fly ash is used.

The difference between this approach and the optional approach is that the contractor typically would be obligated to supply the material for which award is made for the duration of the contract, whether it be portland cement or fly ash. However, in order to accommodate situations in which fly ash may not be technically suitable for use in all phases of a project, or it becomes unavailable, EPA recommends that the winning contractor be allowed flexibility in amending his selection of materials planned for use, subject to approval of the procuring agency/project engineer, as long as he supplies at the agreed to bid price (or less).

EPA believes that the "alternate" approach holds most promise where the procuring agency is directly purchasing cement or concrete for a particular project, as where the U.S. Army Corps of Engineers purchases cement or concrete for a dam. In such a face-to-face bidding situation, where the procurement is strictly for cement or concrete, the procuring agency is in a position to directly evaluate the bids, make award, and evaluate requested material changes based upon the relevant factors.

The "optional" approach, on the other hand, holds most promise where the procuring agency is not directly purchasing cement or concrete, as in the situation where the procuring agency solicits bids for a construction project, such as a building, only one component of which is cement or concrete. In this situation, the price for cement or concrete is generally imbedded in the total bid price and the ultimate procurement of cement or concrete is by the contractor or the subcontractor, making evaluation of fly ash use in awarding the bid difficult or impossible. Indeed, commenters asserted that if the contractor bidding on the project had to commit to using fly ash or portland cement at the outset, the contractor would tend to specify portland cement, because fly ash may not be suitable for all construction applications on a given project. This, of course, would tend to retard fly ash use. Allowing the contractor to decide whether to use fly ash corrects this problem.

The "optional" approach should not be construed as a repudiation of the affirmative procurement requirements of Section 6002(c). Where cement or concrete is purchased ultimately by a contractor or subcontractor rather than by the Federal or state procuring agency, the contractor or subcontractor becomes a "procuring agency" for purposes of Section 6002 and the obligation to purchase fly ash is imposed on them as well. To insure that the contractor or subcontractor complies with this obligation, the guideline recommends that procuring agencies using the optional bid approach add a statement to their bid solicitations urging contractors and subcontractors to actively seek out suppliers of cement and concrete containing fly ash, and to solicit bids for these materials.

Regardless of the method of solicitation used, situations may occur where two or more low bids are received which offer different levels of fly ash content. While it generally would be desirable to make award to the bidder offering the highest fly ash content (assuming technical performance is maintained), there is a problem if that bid price is higher than that of other technically qualified suppliers.

The Agency considered establishing some type of "sliding scale" which would allow credits, and in effect additional payment for the supply of various ranges of fly ash in cement and concrete. This alternative was rejected because use of fly ash is cost competitive with portland cement use, rendering a price preference scheme unnecessary as a means of stimulating fly ash use.

The only so-called "preference" for fly ash which EPA has retained in this final guideline is in the case of identical low bids. In such instances award should be made to a contractor who plans to utilize the highest percentage of fly ash, all other factors being equal.

Recommendations as to Price, Competition, Availability, and Performance

Prices

Section 6002 raises the issue of "reasonable" price. Congress did not say that a recovered material product need cost less than or the same as the virgin material product it replaces, but merely that its cost be reasonable. Although a few commenters recommended that bonuses or premiums be paid to those persons using fly ash, the Agency rejected this idea for this guideline. Payment of premiums is generally unnecessary since the use of fly ash in cement and concrete is itself cost competitive. No price premium should be necessary to obtain cement or concrete containing fly ash. Indeed, to allow a premium on a regular basis may be unnecessarily inflationary.

This guideline leaves the determination of reasonable price to the discretion of the procuring agency, although the guideline does suggest general procedures for determining reasonable prices and price competition, based on procedures contained in the Federal Procurement Regulations applicable to certain types of procurements. The Agency cautions against determining reasonableness of price by comparing spot prices for relatively small quantities of cement or concrete containing fly ash with competitive bids for volume purchases of portland cement or concrete.

Competition

The primary purpose of competition is to secure the lowest price for a given product. Federal procurement procedures state that adequate competition is usually presumed to exist if: (i) At least two responsible offerors (ii) who can satisfy the Government's requirements (iii) independently compete for a contract to be awarded (iv) by submitting priced offers responsive to the expressed requirements of a solicitation. In addition, the prices should be examined for reasonableness.

Using the alternative bid approaches recommended by EPA, there should be no problem in achieving reasonable competition. Solicitation of bids for both portland cement or concrete and cement or concrete containing fly ash is recommended in all cases, thus enabling the procuring agency to better guarantee overall competition.

The existing Federal procurement procedures do not suggest comparing contracts with respect to numbers of bidders. They merely require that there be a sufficient number of bidders for adequate price competition for the particular contract at hand. EPA feels that as long as prices can be determined to be reasonable for cement and concrete which contain fly ash, then competition should be presumed to exist, no matter what the number of prospective offerors.

Availability and Delays

The Agency does not feel that procuring agencies should have to tolerate any unusual or unreasonable delays in obtaining cement or concrete which contain fly ash, other than delays which may be typically associated with portland cement and concrete. As specifications and purchasing practices are revised to allow for the use of fly ash, this material should become more widely available both geographically and in terms of the number of businesses willing and able to supply it.

Performance

The issue of reasonable performance is addressed in this preamble under the subsections on "Technically Proven Uses," "Specifications," and "Quality Control." Additional technical performance information is contained in the "References" section of this guideline.

In general, fly ash blended cement can be considered substitutable for all ASTM cement types except Type III, High Early Strength (and even these requirements can be met by adding, but not substituting, fly ash to a portland cement mixture). However, from a practical standpoint, the use of fly ash should be determined on a job-by-job basis, as there may be specific technical applications which would preclude the use of fly ash. As discussed in this preamble under "Contract Specifications," a procuring agency may document technical infeasibility for certain types of applications, rather than on a job-by-job basis. This practice should be considered acceptable as long as the purpose is not to circumvent the intent of RCRA.

The purpose of comparison to "reasonable" performance standards as required in Section 6002(c) of RCRA is to eliminate those standards, specifications, procedures, and practices which are overly restrictive and which unfairly discriminate, either directly or indirectly, against the use of fly ash. The use of reaonable performance standards is also intended to assure that the necessary technical performance requirements are still maintained, and that product quality is not reduced below acceptable limits.

Time-Phasing

Although the requirements of Section 6002 and the recommendations of this guideline should be implemented as quickly as possible, the Agency recognizes that problems could occur—in both the marketplace and governmental procurement systems—if implementation is pushed too rapidly. For example, the cost of fly ash suitable for use in cement and concrete could rise dramatically until the supply of suitable ash and storage capacity has a chance to increase. Construction contracts might include allowance for fly ash where it is technically inappropriate. Thus, this guideline recommends a phased-in approach to implementation.

The first year after the effective date of final publication of this guideline is reserved for specification review and revision. Beginning in the second year, procuring agencies should take affirmative action in their purchases of cement or concrete, using the recommendations of this guideline, in the manner discussed above.

A few commenters specifically supported EPA's recommended phasing-in approach. However, two commenters requested that delays be granted in implementing the guideline so that use of fly ash could be evaluated. In light of the discussions throughout this preamble regarding the technical and economic feasibility of using cement and concrete containing fly ash, EPA feels such delays would be unnecessary and counterproductive.

The Agency realizes that testing programs and the need for quality assurance are always necessary to assure the acquisition of acceptable materials. Such programs have been developed for fly ash.

Local and regional variations in the components of concrete always need to be taken into account when designing and approving concrete mixes, regardless of whether fly ash is used. EPA feels the one year implementation period is adequate for agencies to begin providing for fly ash use.

Another commenter suggested a two year implementation period, instead of one year, to allow voluntary consensus standards organizations an opportunity to react to guideline recommendations. EPA does not agree. Based on comments received from some of the major consensus standards organizations (ASTM, ACI), their standards often allow for fly ash to be used, subject to specfic approval by the design engineer. However, if procuring agencies find revisions to consensus standards necessary, the guideline recommends that agencies reflect those revisions in their guide or material specifications, or on a contract-by-contract basis.

Certification

Section 6002 of RCRA requires vendors to certify that the percentage of fly ash to be included in the cement or concrete supplied under the contract is at least the amount required by applicable specifications or other contractual requirements. Further, vendors must estimate what this percentage is. This certification requirement is to take effect after a date to be specified in the guideline.

Some commenters objected to certification of fly ash content, stating it is a meaningless paperwork burden. Other commenters suggested use of simple certification clauses or procedures normally used by industry. EPA is leaving the exact certification language and format to the discretion of procuring agencies, but has provided suggestions here.

A simple certification clause is contained in the Code of Federal Regulations, 41 CFR Part 1-1, Subpart 1-1.2504, which states:

> The offeror/contractor certifies that recovered materials will be used as required by specifications referenced in the solicitation/contract.

The opinion of the Agency is that by signing the bid document/solicitation, the fly ash cement or concrete supplier is in effect agreeing to meet the fly ash content requirements. Thus, no separate form, signature, etc. is needed.

In addition to the inclusion of such a certification clause in solicitations, the supplier should certify the percentage of fly ash used. This should normally be done on a per project or per shipment basis, as opposed to certification of the average amount to be used over the course of a year, for instance. Except for technical performance purposes in concrete mix design, a procuring agency may allow the percentage to be certified within a small range, rather than requiring an exact percentage. The purpose of this flexibility is to not discourage potential suppliers who may be fearful that if an exact percentage is certified for a government contract, *only* that exact percentage may be supplied. Weather conditions or material variations, for example, may require modification of the concrete mix design and therefore the fly ash content.

This certification information is likely a necessity in evaluating concrete mix designs. However, procuring agencies can also use it in evaluating future contract requirements and in maintaining a record of fly ash use. Such information should be useful to procuring agencies in fulfilling their obligations under Section 6002(g) of RCRA, which requires agencies to submit annually a report to the Office of Federal Procurement Policy on actions taken by the agency to implement Section 6002.

Quality Control

The subject of quality control was of great concern to commenters. Some commenters misconstrued EPA's recommendations and thought that EPA was proposing to relieve suppliers of cement and concrete containing fly ash from many of the standard industry quality control and quality assurance procedures. These commenters apparently thought that EPA was replacing these standard procedures by the certification requirements discussed above. This is not the case. The certification procedures for fly ash content are entirely separate in purpose and format from quality control and quality assurance procedures.

EPA emphasizes that nothing in this certification section should be construed to relieve the contractor of responsibility for providing a satisfactory product. Cement and concrete suppliers are already responsible both for the quality of the ingredients of their product and for meeting appropriate performance requirements and will continue to be under this guideline.

Some commenters on the proposed guideline stated that EPA was incorrectly attempting to shift responsibilities and liabilities from fly ash suppliers to concrete producers and builders. EPA intends that no such shift take place. Responsibilities and liabilities are assumed to be in accordance with normal industry procedures.

Some commenters felt that fly ash should be subject to the same quality control/quality assurance provisions as for cement and other materials of construction. Many commenters felt that fly ash suppliers should be required to certify the physical and chemical characteristics of their material to users. EPA generally agrees with these commenters. Because the characteristics of fly ash can vary considerably between sources, knowledge of those characteristics is essential to assuring appropriate use of fly ash in cement and concrete. The Agency is recommending that fly ash suppliers be asked by users to provide a statement of the important characteristics of their fly ash. These characteristics are the chemistry of the material, loss on ignition (LOI), and fineness. Other characteristics should be requested as needed by the procuring agency. Further, EPA agrees with commenters who suggested that fly ash suppliers should be prepared to demonstrate the adequacy of their quality control programs, at least for new suppliers or those unfamiliar to the procuring agency.

The responsibility for insuring the quality of blended cement lies with the supplier. ASTM specification C595 specifies adequate requirements for quality control of fly ash used in blended hydraulic cements. Most blended cement manufacturers maintain quality control programs. No additional testing above that which would be required of any cement should be necessary on the part of the user/builder to insure compliance with this specification. However, the user must be conscious of any differences which may exist in the field application of blended cement containing fly ash vs. portland cement.

The responsibility for insuring the quality of fly ash to be used as an admixture in concrete is that of the fly ash supplier. Although many suppliers of fly ash have their own quality control program, commenters pointed out that ASTM specification C618 may not be sufficiently stringent to ensure all ashes which comply are really suitable for general use as mineral admixtures in concrete, particularly when chemical admixtures such as air-entraining agents are to be used. Further, there is no assurance that all ashes which comply with specifications will be suitable for all uses. Thus, unfamiliar users must acquire the necessary technical expertise if they are to use fly ash successfully.

Some commenters suggested that States approve sources of fly ash. While EPA is not specifically recommending an "approved source" approach, the Agency does believe that fly ash and concrete suppliers should be expected to demonstrate (through reasonable testing programs or previous experience) the performance and reliability of their product. The judgement of the contractor/builder must be used in evaluating:

> (1) Whether additional testing is necessary to insure the performance of the concrete, and
>
> (2) Whether such testing is cost effective when compared with the cost of using other materials.

Fly ash which does not satisfy at least ASTM specifications should not be used in cement or concrete on Federal construction projects.

For those agencies desiring a testing or quality assurance program for cements, blended cements, or pozzolans, the U.S. Army Engineer Waterways Experiment Station (WES), P.O. Box 631, Vicksburg, Mississippi 39180, may be contacted. WES is the agency responsible for testing such materials for Federal agencies.

Date

EPA is charged with designating a time after publication of this guideline at which certification requirements will take effect. Certification of fly ash content should be a part of any solicitation which allows or requires the use of fly ash in cement or concrete. This guideline recommends a 12-month period after the effective date for review and revision of all guide and continuing contract specifications. After this 12-month period any solicitations/contracts issued should include provisions which allow that fly ash be supplied, and thus should incorporate certification requirements.

Compliance and Monitoring

EPA expects full cooperation from all Federal agencies in implementation of this guideline. The Office of Federal Procurement Policy (OFPP) has the major responsibility for overseeing implementation of Section 6002 of RCRA. The OFPP has indicated it will direct the Defense Acquisition Regulations and Federal Procurement Regulations overseeing bodies to immediately implement the final guideline.

The OFPP is responsible for monitoring and reporting annually to Congress on the actions taken by procuring agencies in implementing Section 6002 of RCRA. Under its Policy Letter 77-1, OFPP has imposed a reporting requirement upon the procuring agencies to gather this information. EPA, in conjunction with the OFPP, will monitor the impact of this particular guideline on the procurement practices of Federal agencies and on fly ash use. Thus, agencies are encouraged to develop procedures for gathering and maintaining such information.

A few commenters urged strict and active enforcement of the guideline by EPA. Among the specific suggestions were debarment of contractors for major certification violations, provision by EPA of technical assistance to States and other agencies in the revision of specifications and the use of fly ash, and monitoring by EPA of its own contractors and grantees.

EPA expects a high level of compliance with the guideline. If necessary, the Agency is prepared to take appropriate measures to ensure that the objectives of the guideline are met. In addition, there are other methods available to interested parties to encourage compliance with Section 6002. One of these methods is the citizen suit provision of Section 7002 of RCRA, which states:

> (a) * * * any person may commence a civil action on his own behalf—(1) against any person (including (a) the United States, and (b) any other governmental instrumentality or agency * * *) who is alleged to be in violation of any permit, standard, regulation, condition, requirement, or order which has become effective pursuant to this Act.

A second method which may be useful in encouraging compliance with Section 6002 is the filing of formal protests by aggrieved bidders. A bidder who is willing and able to supply a "designated" recovered material product to procuring agencies and who is precluded from bidding by failure of a procuring agency to comply with Section 6002, may be able to obtain satisfaction through this process.

Regulatory Analysis

In this and other sections, the preamble contains discussions of the elements required in a Regulatory Analysis: (1) The program objectives, (2) our consideration of regulatory alternatives, (3) a general assessment of our choices, (4) a description of potential benefits and costs and (5) the rationale for our decisions. EPA believes it is complying with the intent of Executive Order 12291 because of this and other efforts, including the preparation of a more detailed background document to support the analyses below. This document may be examined at the RCRA Public Docket Office, at the place and times listed previously in this preamble.

Effects

(1) *Economic savings.* This guideline should help the cement industry by reducing both energy costs and capital investment requirements for capacity expansions. Adding effective capacity by using fly ash to produce blended cement is a viable alternative to new kiln construction. Adding capacity with fly ash involves about ten percent of the

capital cost of a new plant ($5–$15 per ton added capacity using fly ash vs. $125–$185 per ton for a new cement plant).

The purchased energy cost associated with cement production represents one-third of the finished value of the cement—very high in relation to other building materials. At a typical blending rate of 20 percent, fly ash in cement can reduce total energy use about 15 percent. The portion of total cost represented by this energy savings—currently five percent—will grow as the cost of purchased energy increases.

For cement consumers, i.e. ready mixed concrete producers, concrete product manufacturers, and highway contractors, fly ash can reduce raw material costs. Cement prices range from $40–$90 per ton, while the price of fly ash suitable for use in concrete may range from about $15–$50 per ton. Depending on the replacement rate and relative price of the two materials, substituting fly ash can save 5 to 15 percent of the cost.

Procuring agencies may not be in a position to realize the savings described here with respect to their purchases of blended cements. Because of the pricing structure and concentrated nature of the cement industry—and the fact that a properly blended cement containing fly ash may perform as well or better than portland cement—blended cements containing fly ash (ASTM Types IP and I(PM)) are likely to be priced at the same level as ASTM Type I portland cement. However, concrete producers are able to take direct advantage of decreased raw materials cost by purchasing fly ash as a partial cement replacement. Given the greater competition among the large number of firms in these industries, bid quotations for concrete may reflect part of these savings.

(2) *Energy Conservation.* In 1976, the portland cement industry accounted for two percent of total energy used by U.S. industry. Although the cement industry has steadily reduced its energy consumption per unit of product over the past several years, the use of fly ash in producing blended cements can still save a significant amount of energy.

Seventy to eighty percent of the energy used in cement production is consumed during the pyroprocessing stage, where raw materials are subjected to intense heat and chemically react to form cementitious compounds, or clinker. The clinker is ground into the fine powder known as cement. Replacing the cement clinker with fly ash (on a one-to-one ratio by weight) reduces the amount of clinker production required per ton of finished cement. Energy savings are proportioned to the percentage of fly ash used in the blend. Assuming a 20-percent replacement rate, the savings may range from about 13 to 19 percent of total energy used in production.

Concrete producers can save energy indirectly, on a nationalized basis, if fly ash is used as an admixture at their plant. Replacing a portion of cement with fly ash in the final product would reduce the production needed from the cement industry, and thus would reduce energy consumption. Each ton of cement replaced would save approximately 5,750,000 BTU's of energy.

One commenter pointed out that the energy savings presented here are not totally achievable for new cement plants which have been designed to take advantage of energy conserving technologies. While this statement is true when considering BTU's, the percentage energy savings are nevertheless achievable by bypassing the pyroprocessing stage, regardless of the efficiency of the plant involved.

Another commenter claimed that increased energy consumption would take place in the precast and prestressed concrete industry, due to the higher temperatures needed to achieve equivalent early strengths when using fly ash. Since the use of fly ash is considered to be at the manufacturer's option under this guideline, EPA feels that if increased energy consumption is prohibitive for precast and prestressed manufacturers, concrete containing fly ash will not be utilized.

(3) *Environmental Issues.* (a) *Benefits.* The use of fly ash in cement and concrete will have a positive effect on the environment, reducing pollution of the land, air, and water. It will do this by reducing: (1) The quantities of fly ash requiring disposal, (2) the mining and processing of raw materials used in cement production, and (3) the cement plant emissions per ton of blended cement produced or per ton of cement replaced with fly ash.

If current usage rates continue, by 1985 60–65 million tons of fly ash annually will require disposal. Approximately 10–20 million tons of this fly ash are estimated to be suitable for use in concrete. This guideline can affect the practices of collecting fly ash, especially from new sources, and can reduce the quantities which require ultimate disposal. Thus, the use of fly ash in cement and concrete will provide a more environmentally acceptable way to manage these substances than would otherwise be available.

Current practices for cement manufacturing, and current disposal practices for fly ash, can have a negative effect on air quality (increased dust), water quality (surface and groundwater contamination), land use, noise, and aesthetic value. The use of fly ash in cement and concrete can reduce these effects in several ways. For example, it would reduce the need for such raw materials as limestone and clay, whose mining and processing can harm the environment through the creation of increased dust, erosion, runoff, and noise, disturbance of natural habitats, and degradation of potential land use. Use of fly ash reduces the potential for leaching of trace heavy metals, which could occur as a result of indiscriminate fly ash disposal.

Requiring less cement for the same quantity of "cementitious" end product may reduce the amount of cement kiln dust which requires disposal (currently 6–8 million tons per year). The disposal of cement kiln dust can have the same harmful effects (i.e., air quality, water quality, land use, aesthetic value, etc.) as the disposal practices of fly ash. In addition, using fly ash to increase the capacity of a cement plant would most likely reduce the need for air pollution control since it would not require the air pollution control associated with new kiln construction. This approach to expanding capacity may be especially attractive in "nonattainment" areas, where new kiln construction is effectively precluded.

(b) *Impact of RCRA, Subtitle C.* In May 1980, EPA promulgated regulations for the control of hazardous waste pursuant to Subtitle C of RCRA. In the Solid Waste Disposal Act Amendments of 1980, Congress directed EPA not to regulate fly ash as a hazardous waste until such time as EPA investigates the environmental hazards, if any, posed by fly ash disposal. Findings to date indicate that little, if any, fly ash exhibits characteristics defined as hazardous in the Federal regulations. Therefore, Subtitle C regulations will have no significant impact on the use of fly ash in cement and concrete.

A few commenters suggested that EPA limit the use of fly ash in concrete, restricting its use in potable water sources or in storage areas for food. The rationale given for these suggestions was the potential for leaching of trace metal elements out of the fly ash. The commenters provided no documentation as to the likelihood or extent of leaching when fly ash is used in concrete.

While it is true that fly ash contains trace amounts of certain elements, which can be toxic in larger concentrations, it is unlikely that fly ash as used in concrete would exhibit leaching characteristics. First, the premeability of concrete containing fly ash is negligible compared to the permeability of fly ash as typically disposed. This reduced permeability prevents water or other liquids from penetrating concrete and providing a leaching medium through which contaminants could travel.

Second, when used in concrete, fly ash becomes an integral part of the final product. The surface area of individual fly ash particles, from which leaching of trace constituents takes place, is so greatly reduced in this application as to be almost nonexistent. It is not possible through conducting leaching tests of raw fly ash to estimate the leaching, if any, which would take place in a concrete containing fly ash. Thus, the commenter's suggestion that dams and pipes not be constructed using fly ash appears to have no technical basis.

(c) *Radioactivity Issues.* At the same time as original proposal of the hazardous waste regulations (December 18, 1978), EPA issued an advance notice of proposed rulemaking that it was considering establishing 5 picocuries per gram (pCi/g) of radium-226 as a criterion for listing wastes as hazardous. The notice also requested comment on other criteria which might tend to affect the radiation hazard. Among these is the emanation rate of radon from the waste. The Agency has, at this date, taken no further action on this proposed rulemaking to establish general criteria for hazardous radioactivity levels in wastes.

Where resource recovery is practiced, an important consideration in assessing the hazard is the proposed use of the waste material. While some proportion of fly ash generated in the U.S. has more than 5 pCi/g of radium-226, the physical structure of fly ash is such that its contribution to radiation exposure is probably less than that of most normal constituents of concrete which generally fall below this level. This is explained below.

A few commenters expressed concern to EPA that fly ash used in the construction of habitable structures could pose a threat to public health due to radioactivity. The source of the radiation threat is due to radium-226, a radioactive isotope which occurs naturally in soil, sand, and mineral deposits as well as in fly ash. The radium-226 content of soil generally ranges from .2 to 3 pCi/g. Limited measurements of radioactivity in cement show that the radium-226 content of cement can be as high as 5 pCi/g, but typically averages close to 1 pCi/g. Limited measurements of fly ash presently generated in the U.S. show a radium-226 content ranging from 1 to 8 pCi/g with an average of roughly 4 pCi/g.

There are two pathways of radiation exposure from radium-226 in building materials. The pathway of primary concern is from inhalation of radon-222 and its short-lived decay products. Radon-222, an inert gas with a radioactive half-life of 3.8 days, is the first generation decay product of radium-226. Because it is an inert gas, it can readily migrate from the building material into the indoor air of a home. Although the rate at which radon is created within a building material is proportional to its radium content, the intrinsic structure of the material may, in some cases, prevent most of the radon from escaping. When air containing radon and its radioactive decay products is breathed for long periods of time, a person's risk of lung cancer is increased.

Gamma radiation from radium-226 and its decay products is the other exposure pathway. The amount of gamma radiation emission from a building material is proportional to its radium content, but the total exposure a person receives will also depend on other factors such as shielding, distance from the material, and exposure time. Exposure to gamma radiation results in an increased risk of many types of cancer.

When fly ash is used as a partial cement replacement in concrete, the fly ash content of the final concrete product is between 2 and 3 percent (assuming a 15 to 25 percent cement replacement rate and an 8 to 1 ratio of aggregate and water to cementitious material). Since the average radium-226 content of fly ash exceeds that of cement by a few pCi/g, the use of fly ash as a cement replacement in habitable structures will, on the average, result in a slight increase in the gamma radiation exposure to people (less than a milliroentgen per year). However, in some instances, where fly ash with a lower than average radium content replaces a cement with a higher than average radium content, the result would be less gamma radiation exposure.

The use of fly ash as a cement replacement will also affect the quantity of radon emitted by the building material. Although the rate at which radon is created is directly proportional to the radium content, other factors may inhibit radon emanation from a material. Because fly ash is produced at high temperatures, it has a glassy structure which keeps most of the radon from escaping. The fraction of radon which escapes from fly ash (emanation fraction) has been measured at no more than a few percent. In contrast, typical soil and soil like materials tend to have an emanation fraction in the neighborhood of 20 percent. Thus, although fly ash, on the average, has a greater radium content than the cement it replaces, the use of fly ash as a partial cement replacement is likely to reduce the radon gas contribution of the final concrete product.

During the proposal period for this guideline, EPA has been investigating this issue more thoroughly. Tests recently conducted for EPA substantiate the conclusions above, i.e., that the radon emanation rate of fly ash in its raw state and as used in concrete is only a few percent compared to the absolute radium concentration. Thus, while fly ash use in cement would, on the average, result in a small increase in gamma radiation exposure, this small increase in gamma exposure is likely to be offset by a decreased radon exposure. In light of this, EPA believes that the use of typically-occurring fly ash in concrete does not constitute a significantly different radiation risk than the risk from the cement it replaces, and neither of these is significantly different from the radiation risk posed by common soil.

Institutional Issues

In spite of proven technical performance and favorable economics, the use of fly ash in cement and concrete has had only limited acceptance. This can be attributed in part to potential consumers' unfamiliarity with fly ash, and their reluctance to aggressively investigate or readily accept new materials where an existing product—in this case portland cement—has traditionally been accepted. In some cases there may be outright discrimination against this use of fly ash, because of attitudes, personalities of individuals involved, and political and economic pressures. Several commenters stated that this Federal procurement guideline is necessary to overcome the lethargy of specifying engineers, inertia of the construction industry, unfair competition from vested interests, and resistance to use by some factions of State highway departments and the Federal Highway Administration.

It is difficult to obtain quick approval for a new product or material specification in the construction field, given the requirements for experimentation, demonstration, field evaluation and finally specifications changes. However, it should be recognized that fly ash has already gone through these steps. There are established specifications and standards for the testing and use of this material. Sources of ash must be acceptable and EPA emphasizes that only ash which meets established specifications should be used. However, a procuring agency need not "reinvent the wheel" by requiring extensive and expensive reevaluation of the basic feasibility which has already been proven. This applies to all government agencies, but especially to state and local entities, which use such instruments as building codes to regulate construction activities.

Design engineers generally have the final say on the materials to be specified for a particular construction job. Typically, until a majority of peer engineers accept a "new" material there is reluctance to use it. However, an engineer can meet his or her responsibility for the performance of a structure by conducting a thorough review of the concrete mix design before placing the concrete, and assure that the materials and mix design meet, as a minimum, ASTM, Federal, and/or American Concrete Institute specifications. The intent of this guideline is to help overcome certain of these "institutional" barriers which may have no adequate foundation, while maintaining satisfactory product quality.

Resource Requirements

The cost to procuring agencies of compliance with this guideline will be minimal. The price of cement and concrete containing fly ash should be less than or equal to the price of portland cement and concrete. The start-up costs of revising specifications and assimilating fly ash into the procurement system should be relatively minor but are not readily measurable.

The Office of Federal Procurement Policy (OFPP) is responsible for submitting an annual report to Congress on actions taken by Federal agencies and the progress made in implementation of the resource recovery policy of Section 6002. As a result, OFPP already requires an annual report from each Federal agency on actions taken in the implementation of Section 6002. By working closely with OFPP, information relevant to the implementation of this guideline can be obtained. The costs to OFPP and EPA of implementing this guideline are expected to be relatively minor.

EPA's efforts during the first year following promulgation of the final guideline will focus on explaining the guideline provisions to interested persons and responding to inquiries regarding implementation of the guideline. The Agency urges individuals with an interest in seeing the guideline implemented to deal directly with those persons responsible for compliance with Section 6002, i.e., procuring agencies, and ultimately with architects, engineers, etc.

Public Participation

Prior to proposal, an interagency work group, including representatives from most of the Federal agencies which will be directly affected by this guideline, assisted in development of the proposed guideline. In addition, a draft of the proposed guideline package, including a summary development plan, preamble, rule, and background documents was circulated to well over 200 interested persons for comment. Public participation regarding formal proposal and comments on the proposed guideline was presented at the beginning of the section of this preamble entitled **"SUPPLEMENTARY INFORMATION."**

Compliance With Executive Order

Under Executive Order 12291, EPA must judge whether a regulation is "Major" and therefore subject to the requirement of a Regulatory Impact Analysis. This guideline is not major because it is not likely to result in:

(1) An annual effect on the economy of $100 million or more;

(2) A major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions; or

(3) Significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

This guideline recommends that procuring agencies include provisions in construction contracts which specifically allow for fly ash to be used, with the contractor retaining the option to use fly ash. Typically, fly ash is currently precluded from use on construction projects unless it is specifically called for in the contract specifications. As discussed in other sections of the preamble, particularly "Regulatory Analysis," this guideline should not adversely affect competition. With the approach that fly ash be allowed into the bidding system as an alternate material, competition and business opportunities are increased by allowing persons who are willing and able to use fly ash to bid on contracts, while still allowing suppliers of conventional portland cement and concrete to compete.

With regard to costs, this guideline should help the cement industry by reducing both energy costs and capital investment requirements for capacity expansions, through the blending of fly ash with cement. For cement consumers, i.e., ready-mixed concrete producers, concrete product manufacturers, and highway contractors, use of fly ash can reduce raw material costs, as fly ash is generally priced less than the cement it replaces, although savings will vary. On a micro-scale, however, individual companies may be placed in the position of losing bids to competitors who choose to use fly ash, and who bid lower.

EPA has prepared a detailed background document supporting the above analysis. This document may be examined at the RCRA Public Docket Office, at the place and times listed above.

This guideline was submitted to the Office of Management and Budget (OMB) for review as required by Executive Order 12291.

Dated: January 21, 1983.

Anne M. Gorsuch,

Administrator.

List of Subjects in 40 CFR Part 249

Resource recovery, Recycling, Fly ash, Procurement.

Title 40 CFR is amended by adding a new Part 249 reading as follows:

PART 249—GUIDELINE FOR FEDERAL PROCUREMENT OF CEMENT AND CONCRETE CONTAINING FLY ASH

Subpart A—Purpose, Applicability, and Definitions

Sec.
249.01 Purpose.
249.02 Designation.
249.03 Applicability.
249.04 Definitions.

Subpart B—Specifications

249.10 Recommendations for guide specifications.
249.11 Recommendations for contract specifications.
249.12 Recommendations for material specifications.
249.13 Recommendations for fly ash content and mix design.
249.14 Recommendations for performance standards.

Subpart C—Purchasing

249.20 Recommendations for bidding approach.
249.21 Recommendations for reasonable price.
249.22 Recommendations for reasonable competition.
249.23 Reasonable availability.
249.24 Recommendations for time-phasing.

Subpart D—Certification

Sec.
249.30 Recommendations for measurement.
249.31 Recommendations for documentation.
249.32 Quality control.
249.33 Date recommendations.

Authority: 42 U.S.C. 6962.

Subpart A—Purpose, Applicability and Definitions

§ 249.01 Purpose.

(a) The purpose of the guideline is to assist procuring agencies in the procurement of cement and concrete which contain fly ash, in accordance with Section 6002(e) of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended ("RCRA" or "Act") (42 U.S.C. 6962).

(b) This guideline contains recommendations for implementing Section 6002 requirements, including revision of specifications, purchasing, phasing-in of requirements, and certification procedures. The Agency believes its recommendations provide a flexible approach to meeting the statutory requirements, while still maintaining the intent of RCRA. The Agency is of the opinion that adherence to the guideline constitutes compliance with the statute.

§ 249.02 Designation.

Cement and concrete, including concrete products such as pipe and block, containing fly ash is hereby designated by EPA as a product area for which affirmative procurement actions are required on the part of procuring agencies, under the requirements of Section 6002 of RCRA.

§ 249.03 Applicability.

(a) This guideline applies to all procuring agencies and to all procurement actions involving cement or concrete where the procuring agency purchases, in total, $10,000 or more worth of cement or concrete during the course of a fiscal year, or where the quantity of such items purchased during the preceding fiscal year was $10,000 or more. EPA leaves the precise method of calculating or estimating the applicability of this provision to specific construction activities of a procuring agency at the discretion of that agency.

(b) Procurement actions covered by this guideline include all purchases for cement or concrete made directly by a procuring agency or by any person directly in support of work being performed for a procuring agency, as in the case of general construction contractors and/or subcontractors.

(c) Such procurement actions also include any purchases of cement or concrete made "indirectly" by a procuring agency, as in the case of purchases resulting from grants, loans, funds, and similar forms of disbursements of monies which the procuring agency intended to be used for construction.

(d) The guideline does not apply to purchases of cement and concrete which are unrelated to or incidental to Federal funding, i.e., not the direct result of a contract, grant, loan, funds disbursement, or agreement with a procuring agency.

§ 249.04 Definitions.

As used in this guideline:

(a) "Act" or "RCRA" means the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended, 42 U.S.C. 6901 et seq.

(b) "Construction" means the erection or building of new structures, or the replacement, expansion, remodeling, alteration, modernization, or extension of existing structures. It includes the engineering and architectural surveys, designs, plans, working drawings, specifications, and other actions necessary to complete the project.

(c) "Contract specifications" means the set of specifications prepared for an individual construction project, which contains design, performance, and material requirements for that project.

(d) "Federal agency" means any department, agency, or other instrumentality of the Federal Government, any independent agency or establishment of the Federal Government including any Government corporation, and the Government Printing Office (Pub. L. 94–580, 90 Stat. 2799, 42 U.S.C. 6903).

(e) "Fly ash" means the component of coal which results from the combustion of coal, and is the finely divided mineral residue which is typically collected from boiler stack gases by electrostatic precipitator or mechanical collection devices.

(f) "Guide specification" means a general specification—often referred to as a design standard or design guideline—which is a model standard and is suggested or required for use in the design of all of the construction projects of an agency.

(g) "Implementation" means putting a plan into practice by carrying out planned activities, or ensuring that these activities are carried out.

(h) "Material specification" means a specification that stipulates the use of certain materials to meet the necessary performance requirements.

(i) "Person" means an individual, trust, firm, joint stock company, Federal agency, corporation (including a government corporation), partnership, association, State, municipality, commission, political subdivision of a State, or any interstate body.

(j) "Procurement item" means any device, goods, substance, material, product, or other item whether real or personal property which is the subject of any purchase, barter, or other exchange made to procure such item (Pub. L. 94–580, 90 Stat. 2800, 42 U.S.C. 6903).

(k) "Procuring agency" means any Federal agency, or any State agency or agency of a political subdivision of a State which is using appropriated Federal funds for such procurement, or any person contracting with any such agency with respect to work performed under such contract (Pub. L. 94–580, 90 Stat. 2800, 42 U.S.C. 6903).

(l) "Recovered material" means waste material and byproducts which have been recovered or diverted from solid waste, but such term does not include those materials and byproducts generated from, and commonly reused within, an original manufacturing process (Pub. L. 94–580, 90 Stat. 2800, 42 U.S.C. 6903, as amended by Pub. L. 96–482).

(m) "Specification" means a clear and accurate description of the technical requirement for materials, products, or services, which specifies the minimum requirement for quality and construction of materials and equipment necessary for an acceptable product. In general, specifications are in the form of written descriptions, drawings, prints, commercial designations, industry standards, and other descriptive references.

Subpart B—Specifications

§ 249.10 Recommendations for guide specifications.

(a) Each procuring agency should assure that its guide specifications do not unfairly discriminate against the use of fly ash in cement and concrete. Each procuring agency should:

(1) Revise specifications, standards, or procedures which currently require that cement and concrete contain virgin materials to eliminate this restriction.

(2) Revise specifications, standards, or procedures which prohibit using recovered materials (particularly fly ash) in cement and concrete to eliminate this restriction.

(b) Guide specifications should require that contract specifications for individual construction projects or products allow for the use of fly ash, unless fly ash use is technically inappropriate for a particular construction application.

(c) Referenced specifications which are maintained by national organizations, such as the American Association of State Highway and Transportation Officials (AASHTO), the American Concrete Institute (ACI), and the American Society for Testing and Materials (ASTM) should be reviewed and modified, if necessary, to remove any discrimination against the use of fly ash in cement and concrete.

(d) Guide specifications should be revised, if necessary, within six months after the effective date of this guideline, to incorporate the recommendations of paragraphs (a) through (c) of this section.

§ 249.11 Recommendations for contract specifications.

(a) Each procuring agency which prepares or reviews "contract" specifications for individual construction projects should revise those specifications to allow the use of cement and concrete which contain fly ash as an optional or alternate material for the project in accordance with § 249.20, except as noted in paragraph (b) of this section.

(b)(1) Notwithstanding the above, procuring agencies should not revise contract specifications to allow the use of fly ash if it can be determined that, for a particular project or application, reasonable performance requirements for the cement or concrete will not be met, or that the use of fly ash would be inappropriate for technical reasons.

(2) The determination under this paragraph should be documented by the procuring agency, design engineer/architect, or other responsible person, based on specific technical performance information. Legitimate documentation of technical infeasibility for fly ash can be for certain classes of applications, rather than on a job-by-job basis. Agencies should reference such documentation in individual contract specifications, to avoid extensive repetition of previously documented points. However, procuring agencies should be prepared to submit such documentation to scrutiny by interested persons, and should have a review process available in the event of disagreements.

(c) Each procuring agency should assure that contract specifications reflect the provisions of paragraphs (a) and (b) of this section by reviewing the contract specifications for any individual construction project before awarding the contract. Procuring agencies are reminded that the statutory requirements apply to projects which are contracted for directly, as well as those projects directly performed under the provisions of grants, loans, funds or similar forms of disbursement.

(d) All contract specifications issued after one year from the effective date of this guideline should meet the provisions of this section.

§ 249.12 Recommendations for material specifications.

(a) Each procuring agency should make maximum use of existing voluntary consensus standards and Federal material specifications for cement and concrete which contain fly ash. These are:

(1) Cement.

(i) ANSI/ASTM C595—"Standard Specification for Blended Hydraulic Cements."

(ii) Fed. Spec. SS–C–1960/4B—"Cement, Hydraulic, Blended."

(iii) ANSI/ASTM C150—"Standard Specification for Portland Cement" and Fed. Spec. SS–C–1960/Gen. are appropriate specifications when fly ash is used as a raw material in the production of cement.

(2) Concrete.

(i) ANSI/ASTM C618—"Standard Specification for Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Portland Cement Concrete."

(ii) Fed. Spec. SS–C–1960/5A—"Pozzolan, For Use in Portland Cement Concrete."

(iii) ANSI/ASTM C311—"Standard Methods of Sampling and Testing Fly Ash and Natural Pozzolans for use as a Mineral Admixture in Portland Cement Concrete."

(b) Only fly ash which, as a minimum, meets ASTM standards should be used, unless a procuring agency has developed sufficient expertise to use non-specification fly ash for particular applications.

§ 249.13 Recommendations for fly ash content and mix design.

(a) This guideline does not specify a minimum or maximum level of fly ash content for any uses, due to variations in fly ash, cement, strength requirements, costs, construction practices, etc. However, replacement rates of fly ash for cement in the production of blended cement generally do not exceed 20% to 30%, although fly ash blended cements may range from 0%–40% fly ash by weight, according to ASTM C595, for cement Types IP and I(PM). Fifteen percent is a more accepted rate when fly ash is used as a partial cement replacement as an admixture in concrete.

(b) Information on fly ash and concrete mix design is contained in the "References" section of this guideline. These sources should be consulted in the design and evaluation of the proper mix ratio for a specific project. In general, the concrete mix is adjusted by adding fly ash, while decreasing cement, water, and fine aggregate. The fly ash should be checked for compliance with applicable ASTM standards/Federal specifications, and trial mixes should be made to verify compliance of such mixes with specified quality parameters as is typically done for portland cement concrete.

(c) Concrete mix design specifications which specify minimum cement content or maximum water:cement ratios could potentially unfairly discriminate against the use of fly ash. Such specifications should be changed in order to allow the partial substitution of fly ash for cement in the concrete mixture, unless technically inappropriate. Minumum cement contents and maximum water:cement ratios may be retained, as long as they reflect the cementitious characteristics which fly ash can impart to a concrete mixture, e.g., by considering portland cement *plus* fly ash as the total cementitious component.

§ 249.14 Recommendations for performance standards.

(a) Each procuring agency should review and, if necessary, revise performance standards relating to cement or concrete construction projects to insure that they do not arbitrarily restrict the use of fly ash, either intentionally or inadvertently, unless this restriction is justified on a case-by-case basis, as allowed for in § 249.11(b).

Subpart C—Purchasing

§ 249.20 Recommendations for bidding approach.

(a) EPA recommends that a procuring agency specifically include provisions in all construction contracts to allow for the use, as an optional or alternate material, of cement or concrete which contains fly ash, except as provided for in § 249.11(b).

(b) Agencies should adopt appropriate bidding approaches to comply with paragraph (a) of this section. While EPA allows flexibility to procuring agencies in this regard, alternatives which should be considered in adhering to paragraph (a) include:

(1)(i) Revision of contract or guide specifications, as discussed in §§ 249.10 and 249.11, such that portland cement or concrete and cement or concrete containing fly ash are both considered acceptable materials for the particular construction job. Such an approach allows a contractor to secure award of a contract based on normal bid evaluation procedures. At a later time, the contractor can exercise the option to use or not to use fly ash, subject to normal quality assurance procedures and review and approval of mix designs, materials, etc. by the procuring agency/project engineer.

(ii) This bidding approach may be most useful in procurements where cement or concrete is not the sole material purchased, e.g., as in the case of a solicitation covering all phases of construction of an office building. Under this approach, procuring agencies should put offerors on notice that a specification change has taken place and that they should actively seek out suppliers of cement or concrete containing fly ash.

(2)(i) Solicitation of alternate bids, allowing separate price quotations for either portland cement concrete or concrete containing fly ash. Under this approach, award is made to the successful bidder (typically lowest priced responsible offeror) for either one or the other of the materials. However, the successful bidder can later revise the selection of materials planned for use, for example, due to technical reasons or material availability, subject to approval of the procuring agency/project engineer.

(ii) This bidding approach may be most useful in procurements where the procuring agency is purchasing cement or concrete separately from other phases of a construction project, thus enabling the agency to evaluate bids for cement or concrete individually and to deal directly with potential suppliers.

(c) Regardless of the method of solicitation used, award should be made in accordance with an agency's customary award procedures, typically to the lowest priced responsible bidder, regardless of whether fly ash is used. In the event that two or more low bids are received which offer different levels of fly ash content, award should be made in accordance with an agency's customary award procedures, typically to the lowest priced responsible offeror. In the case of identical low bids, award should be made to the offeror with the higher level of fly ash content, all other factors being equal.

§ 249.21 Recommendations for reasonable price.

(a) Procuring agencies should use general procedures, such as those contained in the Federal Procurement Regulations, in determining whether the prices offered are reasonable. This determination should consider the objectives of Section 6002 of RCRA.

(b) Techniques of price analysis (not cost analysis) should be used, as appropriate. (Price analysis is the process of examining and evaluating a prospective price without evaluating the separate cost elements and proposed profit of the individual prospective supplier.) Price analysis may be done in various ways, including:

(1) Comparison of the price quotations submitted.

(2) Comparison of prior quotations and contract prices with current quotations for the same or similar end items, making appropriate allowances for any differences in quantities, delivery time, inflation, etc.

(3) Comparison of prices set forth in published price lists or catalogs.

Cost analysis may be necessary where there is no history or published information upon which to base price analysis.

§ 249.22 Recommendations for reasonable competition.

(a) Procuring agencies can assume that there is reasonable competition if there is adequate price competition.

(b) Adequate price competition is usually presumed to exist if:

(1) At least two responsible offerors,

(2) who can satisfy the purchaser's (e.g., the Government's) requirements,

(3) independently compete for a contract to be awarded,

(4) by submitting priced offers responsive to the expressed requirements of a solicitation.

In addition, the reasonableness of prices is a factor which should be evaluated in accordance with § 249.21.

§ 249.23 Reasonable availability.

Procuring agencies should consider cement or concrete which contains fly ash to be reasonably available if it can be delivered in time to successfully perform the job, or if there are no unusual or unnecessary delays expected in its delivery compared to those for portland cement or concrete.

§ 249.24 Recommendations for time-phasing.

In order to minimize any adverse effects on the marketplace or on the procuring agency in implementing this guideline, the Agency recommends that not later than the beginning of the second year after the effective date of the guideline, all contracts should solicit bids which specifically allow for the use of fly ash, in accordance with the provisions of § 249.11 and §§ 249.20–249.23.

Subpart D—Certification

§ 249.30 Recommendations for measurement.

(a) The procuring agency should require the supplier to:

(1) Certify that the percentage of fly ash to be included in the cement or concrete supplied under the contract is in accordance with the amount required by specifications referenced in the solicitation or contract.

(2) Estimate the percentage of fly ash which will be used in a particular mix design, as well as the quantity of fly ash to be supplied under the contract.

(b) Measurement of fly ash content should be made in accordance with standard industry practice, normally on a weight basis, and stated as a percentage of the weight of total cementitious material: (fly ash weight/(fly ash weight + cement weight)) = %. This will often be a reflection of either a typical cubic yard of concrete or ton of cement.

§ 249.31 Recommendations for documentation.

(a) The supplier's certification of fly ash content should not require separate reporting forms, but should make use of existing mechanisms, such as a statement contained in a signed bid document or a mix design proposal.

(b) In cases where the purchase of cement or concrete is not under the direct control of the procuring agency, as in the case of certain indirect purchases, the fly ash content of the cement or concrete purchased and quantity of fly ash used should be made available to the procuring agency.

§ 249.32 Quality control.

(a) Nothing in this guideline should be construed to relieve the contractor of responsibility for providing a satisfactory product. The certification procedures discussed in §§ 249.30 and 249.31 are intended to satisfy the certification requirements of Section 6002, and are entirely separate in purpose and format from standard industry quality control and quality assurance procedures. Cement and concrete suppliers are already responsible both for the quality of the ingredients of their product and for meeting appropriate performance requirements, and will continue to be under this guideline. This guideline does not attempt to shift normal industry procedures for assigning responsibility and liability.

(b)(1) Procuring agencies should expect suppliers of blended cement, fly ash, and concrete to demonstrate (through reasonable testing programs or previous experience) the performance and reliability of their product and the adequacy of their quality control programs. However, procuring agencies should not subject cement and concrete containing fly ash to any unreasonable testing requirements.

(2) In accordance with standard industry practice, fly ash suppliers should be required to provide to users a statement of the key characteristics of fly ash supplied. These characteristics include its chemical constituents, loss on ignition (LOI), and fineness of the matter. These characteristics may be stated in appropriate ranges. Other characteristics should be requested as needed by the procuring agency.

(c) Agencies desiring a testing or quality assurance program for cements, blended cements, or fly ash should contact the U.S. Army Engineer Waterways Experiment Station, P.O. Box 631, Vicksburg, Mississippi 39180.

§ 249.33 Date recommendations.

Certification of fly ash content should occur at the time of purchase of cement and concrete in accordance with the phasing-in recommendations in § 249.24 and §§ 249.30–249.32.

References

EPA recommends that these documents be used by procuring agencies and those persons wishing to familiarize themselves with issues related to fly ash use.

1. ASTM. Standard specification for fly ash and raw or calcined natural pozzolan for use as a mineral admixture in portland cement concrete. ASTM C618, latest edition. Annual book of ASTM standards, part 14. Philadelphia, PA.
2. ASTM. Standard methods of sampling and testing fly ash or natural pozzolans for use as a mineral admixture in portland cement concrete. ASTM C311, latest edition. Annual book of ASTM standards, part 14. Philadelphia, PA.
3. ASTM. Standard specification for blended hydraulic cements. ASTM C595, latest edition. Annual book of ASTM Standards, part 14. Philadelphia, PA.
4. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Standard practice for concrete. EM–1110–2–2000, with latest changes.
5. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Guide Specification for concrete. CW–03305, with latest changes.
6. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Guide Specification for cast-in-place structural concrete. CW–03301, with latest changes.
7. Frohnsdorff, G., and J. R. Clifton. National Bureau of Standards. 1981. Fly ashes in cements and concretes: technical needs and opportunities NBSIR 81–2239.
8. General Services Administration. Specification for pozzolan for use in portland cement concrete. Federal Specification SS–C–1960/5A.
9. General Services Administration. Specification for blended hydraulic cement. Federal specification SS–C–1960/4B.
10. Gordian Associates, Inc. 1978. Potential for energy conservation through the use of slag and fly ash in concrete. DOE report SAN–1699–T1.
11. Lovewell, C. E., and E. J. Hyland. 1974. A method of proportioning structural concrete mixtures with fly ash and other pozzolans. ACI Committee 211, "Proportioning Concrete Mixes," SP–46–8: pp. 109–140 (with 9 references).
12. Tennessee Valley Authority; Singleton Materials Engineering Laboratory. 1979. Properties and use of fly ash in portland cement concrete. Technical report CR–78–2 (with 11 references).

[FR Doc. 83-2335 Filed 1-27-83; 8:45 am]

BILLING CODE 6560-50-M

9809

May 23, 1984

Kasler Corporation
PO Box 387
San Bernardino, CA 92402

CON 5
#9809

Gentlemen or Ladies:

The Corporation Commissioner's office has notified us that your firm is delinquent for 1984. This is in reference to your Contract No. 9809, North Powder-Baldock Slough Section of the Old Oregon Trail Highway in Baker County which was awarded to you on May 18, 1984.

We bring this to your attention as under Oregon Law it is necessary that corporations be properly registered before commencing work on a State Highway contract.

If you have not already done so, please take the necessary steps to register with the Corporation Commissioner.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Corporation Commissioner
Commerce Building
158 - 12th Street NE
Salem, OR 97310

bc: C. O. Fredrickson

9303

rll

X

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(6)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker & Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4-18-84

4. PROGRAM NO.

5. ITEM NO. 40024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/18/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:
North Powder - Baldock Slough Section

11. GENERAL DESCRIPTION OF WORK
High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/13/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/16/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $14,539,878, Federal Funds $13,408,674.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/ att. to 4/30

14. DATE 4/18/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

2537

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

May 3, 1984

NOTED
E. S. HUNTER

Mr. Gus Beuker, Jr.
District Engineer
The Asphalt Institute
Park Plaza West 322
10700 S. W. Beaverton-Hillsdale Hwy.
Beaverton, OR 97005

Dear Gus:

I am attaching a copy of the analysis of rehabilitation strategies for the North Powder - Baldock Slough Section of Interstate Eighty-four.

This analysis includes all of the factors considered, including life cycle cost. Also attached is the submittal to the FHWA and their approval.

You will notice that after the analysis and review process the thickness was increased to 10 inches.

Sincerely,

John T. Scofield, P.E., P.L.S.
Surfacing Design Engineer

JTS:js

Attachments

cc: E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAY 4 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
MAY 4 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7809

1-84 W

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: April 14, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: CR PCC Inlay Alternative
North Powder-Baldock Slough Section

As per your request, we have estimated the "Life Cycle Cost" for a CR PCC inlay on this project.

Our estimate was for a 10-inch thick CR PCC pavement, 14 feet wide in the outside lane. Based on information from cores, we included a 3-inch A.C. overlay over the inside lane and shoulders. Edge drains were included in the estimate. Traffic handling used was the same as the other CR PCC alternates.

We included two future stages for joint sealing and A.C. pavement repairs.

We assumed that at 10 years a 2-ft. wide by 2-inch deep section of A.C. pavement next to the center line joint would have to be removed and replaced. At 20 years, we estimate that 2 inches would have to be removed and replaced on the entire width of the inside lane.

Our estimated cost for this alternate is $9.6 million initially, compared to $6.1 million for the A.C. alternate and $14 million for the 2-lane CR PCC. When future stages and salvage values are considered, this alternate has an estimate of $10 million, compared to $16 million for the A.C. and $9 million for 2-lane CR PCC.

The Equivalent Annual Cost for this alternate, using 4% real value of money is $580,000, compared to approximately $700,000 for both A.C. and 2-lane CR PCC.

The reason that this alternate was not considered originally was the climatic factors. This is a snow and ice zone at the east entrance to Ladd Canyon.

gs

cc: Frank Terpin

1 Versteeg ✓
Anderson
2 Adams
3 Macnab M
Edwards
Terpin
Trout
Wakeslig

RECEIVED
APR 11 1984
ROAD DESIGN SECTION

Do Not File ☐
Return
Bring Up ..../..../....
Action

01-125-1307

ALTERNATE COSTS

	Alternate No. 1 A.C. O'lay	Alternate No. 2 C.R.P.C.C. O'lay with A.C. Shoulders	Alternate No. 3 C.R.P.C.C. O'lay with P.C.C. Shoulders	Alternate No. 4 C.R P.C.C. Inlay, Rt. Lane with A.C. O'lay Lt Lane & Shoulders
Initial Rehabilitation	6.12 M	13.79 M	14.01 M	9.61 M
9 yr. Rehabilitation	4.12 M			
10 yr. Joint Sealing & Repair		.05 M		.31 M
18 yr. Rehabilitation	4.12 M			
20 yr. Joint Sealing A.C. Rehabilitation		.10 M		1.13 M
27 yr. Rehabilitation	4.12 M			
State Force Maintenance	.20 M	.08 M	.03 M	.08 M
Salvage Value	-2.76 M	-2.25 M	-4.96 M	- 1.1 M
Total	15.92 M	11.77 M	9.07 M	10.03 M

LIFE CYCLE COSTS

	Interest - 0% Inflation - 0%	Interest - 4% Inflation - 0%
	Annual Cost	Equivalent Annual Cost @ 4%
Alternate No. 1 A.C. O'lay	0.53 M/yr.	0.68 M/yr.
Alternate No. 2 C.R.P.C.C. O'lay with A.C. Shoulders	0.39 M/yr.	0.76 M/yr.
Alternate No. 3 C.R.P.C.C. O'lay with P.C.C. Shoulders	0.31 M/yr.	0.72 M/yr.
Alternate No. 4 CRPCC Inlay, Rt. Lane with A.C. Overlay, Lt. Lane c̄ Shoulders	0.33 M/yr.	0.58 M/yr.

1809.

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-(-)
North Powder-Bladock Slough Section
Old Oregon Trail Highway
Union and Baker Counties
Pavement Design

Date: March 12, 1984

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed your February 29, 1984, surfacing design proposal for the above project.

Your letter indicates that the surfacing was designed using the Portland Cement Association (PCA) stress analysis procedure. Our review of your proposal is based on the AASHTO design procedure for rigid pavements contained in "AASHTO Interim Guide for Design of Pavement Structures, 1972, Chapter III Revised, 1981". The AASHTO guide indicates that a minimum pavement thickness of 10 inches would be required to meet the projected traffic loadings over the analysis period.

The supporting cost data submitted with your request indicates that the favored alternate (continuously reinforced portland cement concrete with tied plain concrete shoulders) is slightly more expensive than the asphalt concrete overlay alternate. However, we do not find this difference to be excessive when considering the number of assumptions and unknowns which are involved with making estimates over this extended time period. We understand that the recent policy decision to add lime to asphalt mixes was not included in your estimate. This would increase the cost of those alternates where asphalt concrete was proposed.

Accurate predication of pavement performance and pavement maintenance costs over some of the longer time periods which are now being considered for pavement design is extremely difficult without a substantial data base. We encourage you to maintain good records in these areas.

NOTED
E. S. HUNTER
cc Veritery
3-14-84

RECEIVED
TECHNICAL SERVICES
MAR 14 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cy
Schwartz
3-13

RECEIVED
STATE HWY ENGR
MAR 13 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

Based on the data submitted with your request we agree that the continuously reinforced portland cement concrete (CRPCC) pavement with tied plain concrete shoulders placed on the proposed treated base is an acceptable design for this project provided that the thickness of the CRPCC is increased to 10 inches.

G. K. [illegible]

for Dale E. Wilken

cc:
OSHD (F Terpin)
Region (J Hallin)

7809

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 29, 1984

In Reply Refer to
File No.:

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 1 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

North Powder-Baldock Slough Section
Old Oregon Trail Highway (I-84)
Union and Baker Counties

Submitted herewith is a revised proposal for the Surfacing Design on the subject section. We have supporting data to the analysis. This data covers maintenance costs and salvage values for the alternate strategies. The funding for this project will be FAI-4R.

Our proposal design is the same as proposed in the submittal of February 2, 1984.

This project is to construct a full width P.C.C. pavement section, utilizing the existing A.C. pavement as the base. The travel lanes are to be continuously reinforced with the shoulders being unreinforced.

To meet existing overcrossing structures and maintain vertical clearances of undercrossings, the existing pavement and base will be removed. At these locations a cement treated base will be placed under the P.C.C.

This section was designed with the P.C.A. stress analysis procedure. Supporting data, including the design parameters, are attached. Also attached is an analysis of alternate designs.

If any questions arise about this proposal, they will be promptly answered.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
R. D. Hector
J. T. Scofield

FET:JTS:ss ge
Attachments

Form 734-3122

9801

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: February 2, 1984

SUBJECT: North Powder - Baldock Slough Section
Old Oregon Trail #6
Union/Baker County Line

NOTED
E. S. HUNTER

Mr. Hunter has informed me that you will design a CRCP for the North Powder - Baldock Slough Section. As a part of your design, you will establish crossovers and maximum lengths of traffic restricted to one lane each direction. You will probably further conclude that GM type rail be required to separate traffic and that about five miles of rail will be required.

The purpose of this memo is to recommend that contract specify that the GM rail will be used and that it become the property of the State and stockpiled at a stockpile site at approximate M.P. 278. If we can do this, please advise me. I will have to cancel a Use Permit at that site.

R. D. Hector
Region Engineer

RDH/lm

cc: E. S. Hunter ✓
Joe Schlieski
Vern Moore

RECEIVED
TECHNICAL SERVICES
FEB 7 '84
REFER TO
FOR

Info	Imm	R/D	D/R	Sign	Act	File

Contains Recycled Materials

1509

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 2, 1984

RECEIVED
STATE HWY ENGR
FEB 2 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

North Powder-Baldock Slough Section
Old Oregon Trail Highway (I-84)
Union and Baker Counties

Submitted herewith is the proposed surfacing design for the rehabilitation project on the subject section. The funding for this project will be FAI-4R.

This project is to construct a full width P.C.C. pavement section, utilizing the existing A.C. pavement as the base. The travel lanes are to be continuously reinforced with the shoulders being unreinforced.

To meet existing overcrossing structures and maintain vertical clearances of undercrossings, the existing pavement and base will be removed. At these locations a cement treated base will be placed under the P.C.C.

This section was designed with the P.C.A. stress analysis procedure. Supporting data, including the design parameters, are attached. Also attached is an analysis of alternate designs.

If any questions arise about this proposal, they will be promptly answered.

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FET:JTS:ss ge
Attachments

Form 734-3122

9809

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: North Powder-Baldock Slough
Highway: Old Oregon Trail I-84
County: Union & Baker
Prefix: 601-1972
Project Manager: J. Schlieski

Date January 31, 1984
Twenty Year Traffic Coefficient 12.0*
18 kip EAL's per day 2147 (Rigid pavement)
R Value 8
Frost Penetration 36" - 48"
CBE Total Requirement 39.0"*

STRUCTURAL SECTION

ACTUAL THICKNESS	COMPONENT	CREDIT
	NEW WORK (DIGOUTS)	
9.0"	Continuously Reinforced Portland Cement Concrete	
6.0"	Cement Treated Base	
	EXISTING ROADWAY	
9.0"	Continuously Reinforced Portland Cement Concrete with variable amounts of Class "C" A.C. for leveling	
	SHOULDERS	
9.0"	Non-reinforced P.C.C. pavement	

(surfacing thickness determined by PCA Design Method)

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

NOTE: Outside travel lanes are to be C.R.P.C.C. 13' wide with 9' plain P.C.C. outside shoulders and the inside travel lanes are to be C.R.P.C.C. 12' wide with 4' plain P.C.C. inside shoulders. The joint between the C.R.P.C.C. and the plain P.C.C. will have tie bars.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Interstate Studies Specialist

*Twenty year A.C. design for reference only.

TRAFFIC ANALYSIS

SECTION: North Powder-Baldock Slough

HIGHWAY: Old Oregon Trail I-84

COUNTY: Union & Baker

4,500 Present ADT (1983)

34.4 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip EAL*	*AVERAGE ANNUAL 18 kip EAL*
2	125	1.7	213	169	36.5	6,168.5
3	70	1.7	119	95	119.5	11,352.5
4	20	1.7	34	27	157.0	4,239.0
5	1,270	1.7	2,159	1,715	296.0	507,640.0
6	65	1.7	111	88	325.0	28,600.0
					TOTAL	

18 kip EAL /day	1,529
TOTAL AVERAGE ANNUAL 18 kip EAL	558,000.0
TWENTY YEAR 18 kip EAL	11,160,000.
TRAFFIC COEFFICIENT	12.0

TRAFFIC ANALYSIS

SECTION: N. Powder-Baldock Slough

HIGHWAY: Old Oregon Trail

COUNTY: Union & Baker

4,500 Present ADT (1983)

34.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	30 Year EXPANSION FACTOR	TOTAL TADT	MEAN TADT	RIGID PAVEMENT ANNUAL ONE WAY 18 kip EAL	AVERAGE ANNUAL 18 kip EAL
2	125	2.1	263	194	40	7,760
3	70	2.1	147	109	100	10,900
4	20	2.1	42	31	115	3,565
5	1,270	2.1	2,667	1,969	370	728,530
6	65	2.1	137	101	325	32,825
				2,404	TOTAL	

18 kip EAL /day 2,147

TOTAL AVERAGE ANNUAL 18 kip EAL 783,580

THIRTY YEAR 18 kip EAL 23,507,400

TRAFFIC COEFFICIENT 13.1

% TADT	18 kip EAL/day	Total Average Annual 18 kip EAL	Thirty Year 18 kip EAL	TRAFFIC COEFFICIENT
90	1,932	705,222	21,156,660	12.9

P.C.A. DESIGN METHOD FOR RIGID PAVEMENTS

DESIGN VARIABLES

1. Traffic: 30 year EAL - 23,529,600

   a, For design purposes, used 90% of total EAL (assumes 10% inside lane use)

   23,529,600 (0.90) = 21,176,640

2. Modulus of subgrade reaction -"K"

   a. Resistance value ("R" value) for soil: R = 8 (from lab tests)

   b. "K" value for "silty-clay" subgrade: K = 70

3. "K" value on top of existing base

   a. For design purposes, for inlay section, 1.0" of existing base = 0.8" aggregate base.

   b. "K" value for 10.5"± of existing base, after removal of existing pavement for inlay section, K = 115

4. "K" value on top of the existing A.C. pavement section

   a. Assumed the "K" value for the existing pavement is approximately equal to the "K" value shown on the C.T.B. for the inlay section.

CTION N. Powder-Baldock Slough HIGHWAY Old Oregon Trail I-84

JNTY Union & Baker DATE January 30, 1984

le ad ps		90 % 2 Axle TADT = 175		90 % 3 Axle TADT = 98		90 % 4 Axle TADT = 28		90 % 5 Axle TADT = 1,772		90 % 6 Axle TADT = 91		Total 30-Year Repetitions*
		Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE												
35								0.09	159			239
34								0.17	301			452
32				---	----	---	----	0.17	301	---	----	452
30				0.17	17	1.01	28	0.10	177	14.3	1,301	2,285
28		---	----	0.17	17	1.01	28	0.10	177	14.3	1,301	2,285
26		0.49	86	0.69	68	1.51	42	0.10	177	28.7	2,612	4,478
24		1.75	306	0.34	33	3.72	104	0.44	780	---	----	1,835
22		5.91	1,034	5.49	538	18.6	521	6.28	11,128	27.4	2,493	23,571
20		164	28,700	501	49,098	798	22,344	482	854,104	1302	118,482	1,609,092
18		228	39,900	736	72,128	874	24,472	2060	3,650,320	1656	150,696	5,906,274
TANDEM AXLE												
50				0.55	54			0.55	975	---	----	1,544
48				0.55	54	---	----	0.55	975	3.57	325	2,031
46				---	----	0.50	14	1.50	2,658	17.8	1,620	6,438
44				1.10	108	---	----	1.75	3,101	78.5	7,144	15,530
42				1.72	169	3.52	99	3.80	6,734	99.9	9,091	24,140
40				2.74	269	5.66	158	18.1	32,073	104	9,464	62,946
38				3.09	303	9.09	255	114	202,008	139	12,649	322,823
36				16.8	1,646	12.1	339	373	660,956	203	18,473	1,022,121
34				119	11,662	58.3	1,632	1556	2,757,232	371	33,761	4,206,431
32				136	13,328	145	4,060	1860	3,295,920	425	38,675	5,027,975
30				61.7	6,047	220	6,160	442	783,224	462	42,042	1,256,210
28				61.7	6,047	220	6,160	597	1,057,884	462	42,042	1,668,200
26				61.7	6,047	220	6,160	597	1,057,884	462	42,042	1,668,200

*(20 yr. Repetitions x 1.5 = 30 yr. Repetitions)

SECTION N. Powder-Baldock Slough
HIGHWAY Old Oregon Trail I-84
COUNTY Union & Baker
DATE 1-30-84

Outside Lanes X
Inside Lanes
Load Safety Factor 1.3
"R" Value 8
Subbase Depth 8.5" (10.5"±Exist. Base X .8)
Depth 6.0"
k-Values: Basement 70
Subbase 115 C.T.B. 305
Compressive Strength 3950
Modulus of Rupture (M.R.) 525
Total Depth P.C.C. 9.0" CRPCC

		Credits
9.0"	CRPCC	9.0"
6.0"	CTB	6.0"
10.5"	Extg. Base	8.5"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No. 30 Yr.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	335	0.64	11,000	239	2
34	44.2	330	0.63	14,000	452	3
32	41.6	315	0.60	32,000	452	1
30	39.0	300	0.57	75,000	2,285	3
28	36.4	285	0.54	180,000	2,285	1
26	33.8	270	0.51	400,000	4,478	1
24	31.2	255				
22	28.6					
20	26.0					
18	23.4					
TANDEM AXLE LOADS						
50	65.0	305	0.58	57,000	1,544	3
48	62.4	295	0.56	100,000	2,031	2
46	59.8	285	0.54	180,000	6,438	4
44	57.2	275	0.52	300,000	15,530	5
42	54.6	265	0.50	---	---	---
40	52.0					
38	49.4					
36	46.8					
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used 25

North Powder - Baldock Slough Section

HISTORY

This section consists of two units which were constructed under separate contracts:

1. North Powder-Powder River Section (M.P. 285.33 to M.P. 290.03) constructed in 1972.
2. Powder River- Baldock Slough Section (M.P. 290.03 to M.P. 297.11) constructed in 1972.

Both of these sections started potholing and coming apart during the first winter.

In 1975 a single contract was awarded to place a Class "E" A.C. wearing surface to seal and hold the section together. Since that time the section has continued to be a maintenance problem.

PROBLEM

The entire North Powder-Powder River Section and part of the Powder River-Baldock Slough Section (M.P. 291.2 to M.P. 293.28) is potholing extensively. The problem is mostly in the base lift of Class "B" placed in 1973. The breakup generally goes down to the top of the Bituminous Base. Results of testing done on cores substantiates this.

These sections were paved with aggregates from the same source. The remainder of the Powder River-Baldock Slough project was paved with material from the Magpie Quarry.

SOLUTIONS

Alternate No. 1

Remove and replace 5 inches of A.C. in the outside lane and overlay the entire width with 2 inches of Class "B" or "C" A.C. and 3/4 of an inch of Class "E" A.C. for the areas between Sta. 1190± to Sta. 1438± and Sta. 1500± to Sta. 1610±.

For the remaining areas place 4 inches of Class "B" or "C" A.C. and 3/4 of an inch of Class "E" A.C. over the entire width.

Details for this alternate including types of mix, depths and widths for the work areas are attached. Cost estimates are included with the attachments.

Based on current performance of A.C. pavements on high volume roads, it is estimated that continuing rehabilitation would be required every 8-10 years. Nine year cycles were used in the cost analysis.

For cost analysis a 30 year period will be used. With the 30 year analysis period and the nine year rehabilitation cycles, the last cycle (at 27 years) will have a salvage life which will be included in the cost analysis.

It is anticipated that state force maintenance repairs will be required at intermittent stages during each of the nine year cycles. Detailed costs for maintenance repairs are attached and are included in the final cost estimate.

Our estimated cost for the initial project is $6.12 million, with an equivalent annual cost for the analysis period of $.68 M/yr. The annual cost includes future stages and state force maintenance costs.

The total estimated cost for this alternate including stages during the analysis period (30 years) is $15.92 million. This total is based on current costs with no inflation considered.

For life cycle cost comparison a 30 year period was used.

Alternate No. 2

Construct a 9 inch thick section of continuously reinforced P.C.C. pavement overlay on the travel lanes and place 9 inches of Class "B" or "C" A.C. on the shoulders.

At all overcrossing and undercrossing structures a C.R.P.C.C. inlay section will be used to maintain existing clearances and elevations. The inlay section will place 6 inches of C.T.B. and 9 inches of C.R.P.C.C. in the travel lanes and 2 inches of Class "B" or "C" A.C. on the shoulders. At all other locations the C.R.P.C.C. overlay section will be used.

Details for this alternate, including a cost estimate, are attached.

The concrete overlay has the advantage of leaving the existing A.C. in place. An inlay for the entire section would result in a large quantity of A.C. that we probably would not want.

For traffic handling purposes, the detoured traffic will be narrowed into one lane and transferred across onto the opposing travel lanes. Traffic will be separated by using temporary barrier. Temporary surfacing will be required for construction of cross-overs and temporary ramps. The project will be divided into four separate units of approximately 6 miles in length. Detailed costs are included in the final cost estimate.

The C.R.P.C.C. pavement should provide a very low maintenance surface throughout its design life. However, some P.C.C. repairs would probably be required toward the end of its design life. Shoulder joint sealing will probably be required at about 10 years and 20 years. Detailed costs for maintenance work are attached and are included in the final cost estimate.

Alternate 2 (con't.)

It is estimated that this alternate can be overlayed with a direct C.R.P.C.C. overlay. This results in a salvage value of $2.25 million at the end of 30 years. Calculation supporting this salvage value are an attachment to this report.

Our estimated cost for the initial project is $13.79 million. The total estimated cost in 1984 dollars over the 30 year period is $11.77 million with an equivalent annual cost over the period of $0.76 million.

Alternate No. 3

Alternate No. 3 is identical to Alternate No. 2 with the exception that Alternate No. 3 has tied P.C.C. shoulders instead of A.C. shoulders.

The tied P.C.C. shoulders give the C.R.P.C.C. section increased edge support resulting in a stronger structural section, longer life expectancy and very little maintenance. Minor P.C.C. repairs will probably be required toward the end of the 30 year period. Detailed costs for maintenance work are attached and are included in the final cost estimate.

It is estimated that this alternate can be overlayed with a direct C.R.P.C.C. overlay at the end of 30 years. This results in a salvage value estimated to be $4.96 million. The additional salvage value over Alternate No. 2 is attributed to the improved condition resulting from the tied P.C.C. shoulders. This edge support will result in a higher salvage value. The calculations and assumptions supporting this salvage value are an attachment to this report.

Our estimated cost for the initial project is $14.01 million. The total estimated cost, in 1984 dollars over the 30 year period is $9.07 million. The estimated equivalent annual cost over the period is $0.72 million.

ECONOMIC ANALYSIS

The development and assumptions for maintenance costs are in the attached alternate details and cost estimates.

Following is a comparison of costs. The first table shows the stages for each alternate and the estimated costs, in current (1984) prices. The second table is a comparison of annual costs, based on uniform series payments, with the value of money at 4% per annum.

ALTERNATE COSTS

	Alternate No. 1 A.C. O'lay	Alternate No. 2 C.R.P.C.C. O'lay with A.C. Shoulders	Alternate No. 3 C.R.P.C.C. O'lay with P.C.C. Shoulders
Initial Rehabilitation	6.12 M	13.79 M	14.01 M
9 yr. Rehabilitation	4.12 M		
10 yr. Joint Sealing		.05 M	
18 yr. Rehabilitation	4.12 M		
20 yr. Joint Sealing		.10 M	
27 yr. Rehabilitation	4.12 M		
State Force Maintenance	.20 M	.08 M	.03 M
Salvage Value	-2.76 M	-2.25 M	-4.96 M
Total	15.92 M	11.77 M	9.07 M

LIFE CYCLE COSTS

	Interest - 0% Inflation - 0%	Interest - 4% Inflation - 0%
	Annual Cost	Equivalent Annual Cost @ 4%
Alternate No. 1 A.C. O'lay	0.53 M/yr.	0.68 M/yr.
Alternate No. 2 C.R.P.C.C. O'lay with A.C. Shoulders	0.39 M/yr.	0.76 M/yr.
Alternate No. 3 C.R.P.C.C. O'lay with P.C.C. Shoulders	0.31 M/yr.	0.72 M/yr.

PAVEMENT TYPE SELECTION FACTORS

PRINCIPAL FACTORS

1. Traffic Classification: ADT = 4200
   Trucks = 1550 per day with 1270 of these being 5-axle trucks. The ADT is well within the range that can be handled temporarily in one-lane in each direction.

2. Soils Characteristics: The typical soil is a clayey-silt with an R value of 8, and a K value of 70.

3. Climate: Average annual rainfall for this area is approximately 12 inches. The estimated maximum depth of frost penetration is 36 inches. In an average year there are approximately 160 days with frost (minimum temperature below 32 degrees Fahrenheit).

   Each of the alternates provide adequate depths to prevent damage from frost penetration.

4. Construction considerations: All alternates are relatively easy to construct. The P.C.C. pavement with cross-overs and two-way traffic has less interruptions to the users. The P.C.C. also results is much less user delays for future maintenance and rehabilitation.

5. Recycling: Initial Project. Material removed from the existing pavement is not suitable for recycling, other than as shoulder aggregates.

6. Cost comparison are shown in the tables on pages 4, 5 of this report. The annual cost of Alternate No. 3 is lower, if it is assumed that investment opportunities and inflation cancel out. When investment opportunities are assumed to outweigh inflation by 4%, the annual costs are about equal, for alternates No. 1 & No. 3 at about $700,000 per year.

SECONDARY FACTORS

1. Performance of similar pavements in the area: P.C.C. pavements have provided better service on the Interstate System.

2. Adjacent existing pavements: To the west is C.R.P.C.C. pavement and to the east is A.C. pavement.

3. Conservation of energy and materials: Both alternates are approximately equal during the analysis period. Alternate No. 1 uses less material and energy during the first phase.

4. Availability of local materials or contractor capabilities: Good aggregates for A.C. or P.C.C. is limited in this area. Portland Cement is produced at Durkee. Asphalt must be brought from out of state. Contractor capabilities are acceptable for either alternate.

5. Traffic Safety (finished project): A.C. pavements with the potholing and rutting that we have experienced, do not provide a long term safe surface.

6. Incorporation of Experimental Features: This has not been considered.

7. Stimulation of Competition: All alternates are about equal.

8. Municipal Preference Participating Local Government Preference and Recognition of Local Industry: This has not been considered.

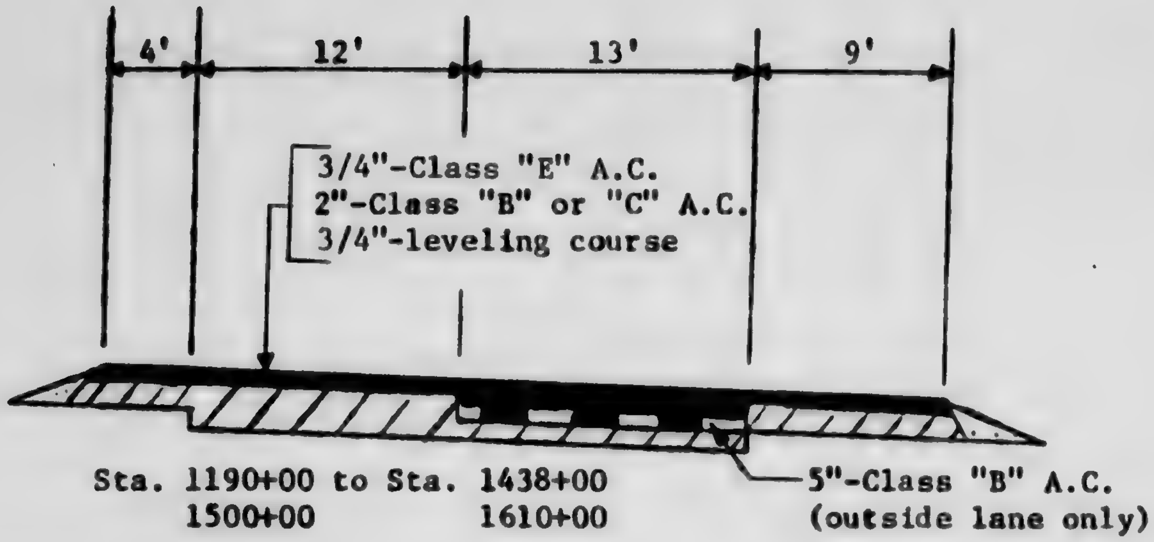
RECOMMENDATION

Alternate No. 3 is recommended. Following are major factors:

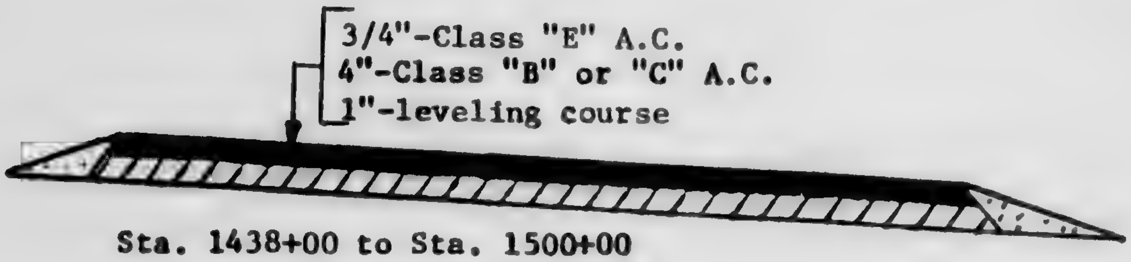
1. This alternate will provide the highest level of service with the least potential for required maintenance.
2. Less negative impact on the users, (less interruptions due to construction/maintenance).
3. Better long term safety for the user.
4. Considering the accuracy of estimating, especially for future stages and maintenance, life cycle cost for Alternate No. 3 is equal to or lower than Alternate Nos. 1 and 2.
5. The tied P.C.C. shoulders will add virtually no extra cost initially, and will provide lower maintenance cost, and potential for a longer service life.
6. At this time, there appears to be a shortage of asphalt cement for the next construction season. If this happens the cost of asphalt will rise by as much as $50 per ton. This means that the cost estimate for Alternate No. 1 may be low.

   Use of Alternate No. 3 (full width P.C.C. pavement) will lessen the impact of any asphalt shortages.

North Powder-Baldock Slough
Alternate No. 1
Asphaltic Concrete Overlay


4'
12'
13'
9'
3/4"-Class "E" A.C.
2"-Class "B" or "C" A.C.
3/4"-leveling course
5"-Class "B" A.C. (outside lane only)

Sta. 1190+00 to Sta. 1438+00
1500+00 1610+00


3/4"-Class "E" A.C.
4"-Class "B" or "C" A.C.
1"-leveling course

Sta. 1438+00 to Sta. 1500+00
1610+00 1812+00

▨ - Existing Pavement

1. Sta. 1190 to Sta. 1438 and Sta. 1500 to Sta. 1610:
   a. Remove and replace 5" in the outside lane - 13' wide
   b. Place 3/4"-leveling course, 2" Class "B" or "C" A.C. and 3/4" Class "E" A.C. with an emulsion seal (full width).

2. Sta. 1438 to Sta. 1500 and Sta. 1610 to Sta. 1812
   a. Place 1" -leveling course, 4" Class "B" or "C" A.C. and 3/4" Class "E" A.C. with emulsion seal (full width).

3. Will require staged rehabilitation on approximately 9 year cycles. This is based on the performance history of A.C. pavements on the interstate system. The future stages will probably be overlays, requiring adjustments to maintain clearances, guardrail heights and will require bridge deck reconstruction.

NORTH POWDER - BALDOCK SLOUGH

OLD OREGON TRAIL I-84

CONSTRUCTION AND MAINTENANCE ESTIMATED COSTS

ALTERNATE NO. 1

11.78 MILES = 23.56 MILES   PATCHING COST $75 / TON

YEAR	ACTION	TONS / MILE	TOTAL	COST $ (10^6)
0	CONSTRUCT			6.12
6	MAINTENANCE PATCH	(3)	70 TONS	0.005
7	" "	(10)	250 TONS	0.019
8	" "	(20)	500 TONS	0.038
9	CONTRACT REHABILITATION			4.12
15	MAINTENANCE PATCH	(3)	70 TONS	0.005
16	" "	(10)	250 TONS	0.019
17	" "	(20)	500 TONS	0.036
18	CONTRACT REHABILITATION			4.12
24	MAINTENANCE PATCH	(3)	70 TONS	0.005
25	" "	(10)	250 TONS	0.019
26	" "	(20)	500 TONS	0.038
27	CONTRACT REHAB.			4.12
30	END OF ANALYSIS PERIOD % SALVAGE = 67% of 4.12			-(2.76)

TOTAL STATE FORCE MAINTENANCE
= $186,000 → USE $ 200,000

TOTAL = $ 15.91

→ USE $ 15.92

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

ection N. Powder - Baldock Slough (A.C. O'lay 0-9 yr)
ighway OLD OREGON TRAIL County UNION/BAKER Prefix ______
ength 11.8 Miles ______ Designer J. HEACOCK Date 1-12-84
igned Jon Heacock Title ______

Grading & Drainage		$
Surfacing		$ 5,056,970
Extra Work		
STRIPING	$ 17,000	
Pvmt. MARKERS	$ 23,400	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 40,400
TOTAL		$ 5,097,370
+ 20% Engineering and Contingencies		$ 1,019,500
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ –
Right of Way		$ –
TOTAL ESTIMATED COST		$ 6,116,870

use → $6,120,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

ection N. Powder - BAldock Slough (9,18 yr O'Lay)
ghway OLD OREGON TRIAL County UNION/BAKER Prefix ______
ength 11.8 Miles ______ Designer J. Hearock Date 1-12-84
igned Jon Hearock Title ______

Grading & Drainage			$ —
Surfacing			$ 3,387,740
Extra Work			
	STRIPING	$ 17,000	
	Pvmt. MARKERS	$ 23,400	
		$	
		$	
		$	
		$	
		$	
		$	
		$	
		$	
TOTAL EXTRA WORK			$ 40,400
TOTAL			$ 3,428,140
+ 20% Engineering and Contingencies			$ 685,700
Structures			
		$	
		$	
		$	
		$	
TOTAL STRUCTURES			$ —
Right of Way			$ —
TOTAL ESTIMATED COST			$ 4,113,840

USE → 4,120,000

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ____ of ____
Date 1-31-84

Section N. Powder - Baldock Slough
County Union/Baker

Kind Of Work A.C. O'Lay (0.?..)
Length 11.8
Name J. Heacock

o	ITEM	Code	Unit	Quant.	Unit Cost	Tot
	Mobilization		ALL	ALL	12%	523,200
	T.P. & D.		ALL	ALL	4%	174,400
	TEMP. SIGNING		Sq. Ft.	1500	6^{00}	9,000
	Flagging		HOUR	6000	16^{00}	96,000
	A.C. Removal		S.Y.	103,500	2^{00}	207,000
	Aggr. Base		TON	20900	6^{00}	125,400
	Class "C" A.C. mix (w/liquid)		TON	130,000	25^{00}	3,250,000
	Class "E" A.C. mix (w/liquid)		TON	19,050	27^{00}	514,350
	Emulsion Seal		S.Y.	525,400	0^{30}	157,620
					TOTAL ⇒	5,056,970

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

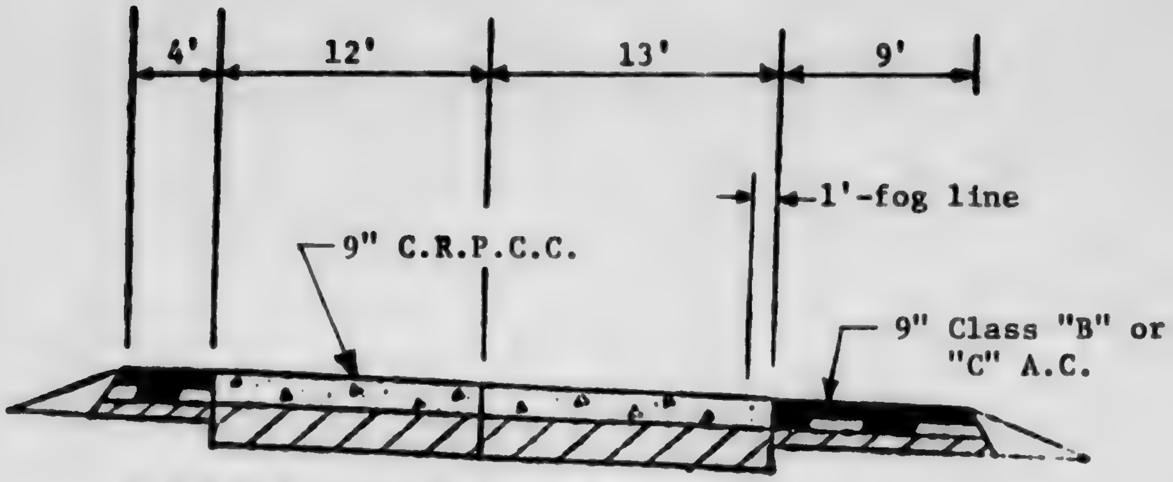
Sheet ______ of ______
Date 1-31-84

Section N. Powder - Baldock Slough
County UNION/Baker

Kind Of Work A.C. O'lay (9, Byr) Length 11B
Name J. Heacock

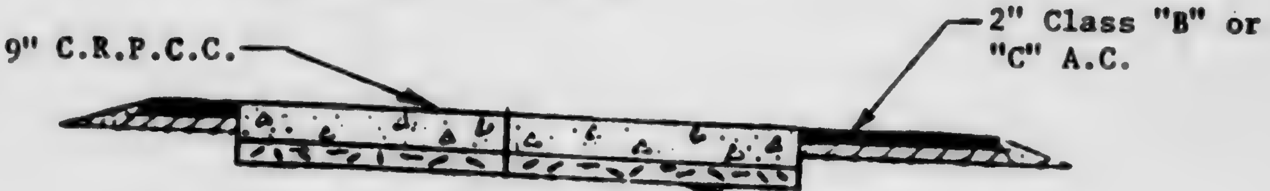
o	ITEM	Code	Unit	Quant.	Unit Cost	Tota
	Mobilization		ALL	ALL	10%	297,200
	T.P. & D.		ALL	ALL	4%	118,900
	TEMP. SIGNING		sq.ft.	1200	6^{00}	7200
	Flagging		HOUR	5000	16^{00}	80,000
	Class "C" A.C. mix w/ liquid		TON	88,500	25^{00}	2,212,500
	Class "E" A.C. mix w/ liquid		TON	19,050	27^{00}	514,350
	Emulsion SEAL		S.Y.	525,300	0^{30}	157,590
	* Future surfacing: 1" - leveling				TOTAL →	3,387,740
	2" - Class "C"					
	3/4" - Class "E"					

North Powder-Baldock Slough
Alternate No. 2
C.R.P.C.C. Pavement Overlay with A.C. Shoulders



C.R.P.C.C. OVERLAY SECTION

Sta. 1240± to Sta. 1389±
1397± to 1520±
1528± to 1732±
1740± to 1790±
1798± to 1812±



C.R.P.C.C. INLAY SECTION

Sta. 1190± to Sta. 1240±
1389± to 1397±
1520± to 1528±
1732± to 1740±
1790± to 1798±

▨ Extg. Pvmt.

C.R.P.C.C. OVERLAY SECTION

a. The C.R.P.C.C. Overlay is the msot cost effective use of P.C.C. pavement and eliminates the cost and inconvenience of removing the existing A.C. and stockpiling it.

b. Place 9" Continuously Reinforced P.C.C. pavement - (travel lanes)
Place 9" Class "B" or "C" A.C. - (shoulders)

C.R.P.C.C. INLAY SECTION

a. A C.R.P.C.C. Inlay section will be used to maintain clearances at undercrossings and to match existing elevations at overcrossing structures.

b. Place 6" C.T.B. and 9" Continuously Reinforced P.C.C. pavement - (travel lanes)
Place 2" Class "B" or "C" A.C. - (shoulders)

NORTH POWDER - BALDOCK SLOUGH

OLD OREGON TRAIL I-84

CONSTRUCTION AND MAINTENANCE ESTIMATED COSTS

ALTERNATE No. 2

YEAR	ACTION	UNITS	$/UNIT	COST (10^6)
0	CONSTRUCT			13.79
10	CLEAN & SEAL OUTSIDE SHLD. JOINT	125,000 LIN. FT.	0.40/FT.	0.05
20	CLEAN & SEAL INSIDE & OUTSIDE SHLD.	250,000 LIN. FT.	0.40/FT	0.10
25	REPAIR P.C.C.	25 SQ.YD.	200/SQ.YD	0.005
26	" "	40 SQ.YD.	175/SQ.YD.	0.007
27	" "	80 SQ.YD.	135/SQ.YD.	0.011
28	" "	160 SQ.YD	100/SQ.YD.	0.016
29	" "	320 SQ.YD	100/SQ YD.	0.032
30	END OF ANALYSIS PERIOD	% SALVAGE = 2.25		-2.25

TOTAL CLEAN & SEAL SHLD. = $150,000

TOTAL STATE FORCE MAINTENANCE

= $ 71,000 → USE $80,000

TOTAL = $11.76

→ USE $11.77

C.R.P.C.C. O'Lay w/ A.C. Shlrs

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section N. Powder - Baldock Slough
Highway ___ County ___ Prefix ___
Length 1.8 Miles ___ Designer [illegible] Date 1-31-84
Signed ___ Title ___

Grading & Drainage		$ —
Surfacing		$ 11,448,450
Extra Work		
STRIPING	$ 17,000	
Pvmt. MARKERS	$ 23,400	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 40,400
TOTAL		$ 11,488,850
+ 20% Engineering and Contingencies		$ 2,297,800
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ —
Right of Way		$ —
TOTAL ESTIMATED COST		$ 13,786,650

use ⇒ $ 13,790,000

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

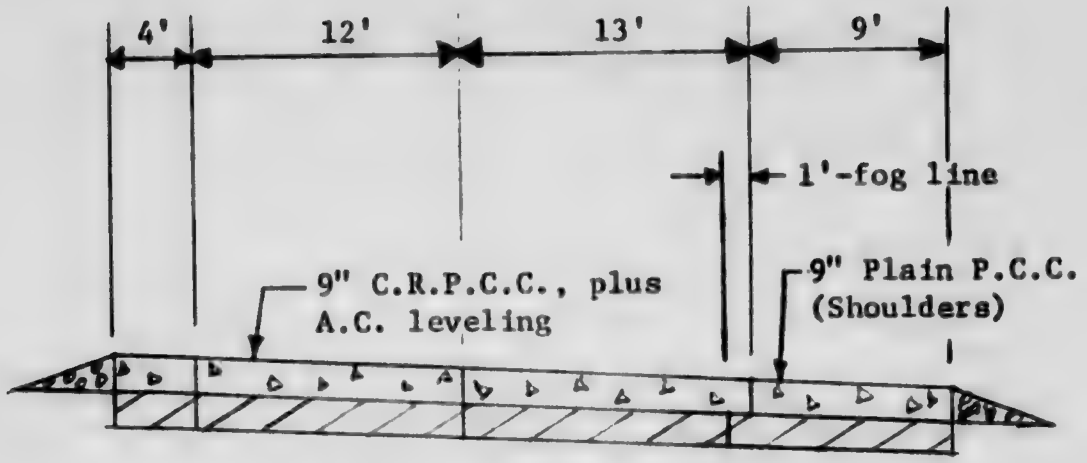
Shoot ______ of ______
Date 1-31-84 ______

Section N. Powder - Baldock Slough
County Union/Baker

Kind Of Work C.R.P.C.C. O'Lay w/A.C. Shlders
Length 11.8
Name J. Heacock

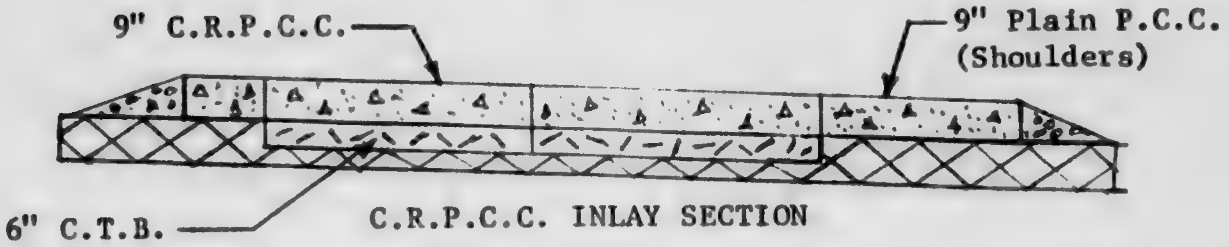
ITEM	Code	Unit	Quant.	Unit Cost	Tot
Mobilization		ALL	ALL	10%	1,022,200
T.P. & D.		ALL	ALL	2%	204,500
Temp. Signing		Sq. Ft.	1000	6^{00}	6000
Flagging		Hour	5000	16^{00}	80,000
Temp. Barrier		Lin. Ft.	31,100	12^{00}	373,200
Moving Temp. Barrier		Lin. Ft.	73,300	4^{00}	373,200
A.C. Removal		C.Y.	17,250	6^{00}	103,500
Gen. Exc.		C.Y.	13,450	5^{00}	67,250
Emb. in Place		C.Y.	2750	4^{00}	11,000
Aggr. Base Mat'l.		ton	87,300	6^{00}	523,800
C.R.P.C.C. - 9"		S.Y.	345,600	18^{00}	6,220,800
C.T.B.		ton	15,350	10^{00}	153,500
Cement in C.T.B.		ton	850	70^{00}	59,500
Class "C" A.C. Mix		ton	85,600	25^{00}	2,140,000
Anchors		Lin. Ft.	1000	60^{00}	60,000
Expansion Joints		Lin. Ft.	500	100^{00}	50,000
				TOTAL	11,448,450

NORTH POWDER-BALDOCK SLOUGH
ALTERNATE NO. 3
C.R.P.C.C. PAVEMENT OVERLAY
WITH P.C.C. SHOULDERS


4'
12'
13'
9'
1'-fog line
9" C.R.P.C.C., plus A.C. leveling
9" Plain P.C.C. (Shoulders)

C.R.P.C.C. OVERLAY SECTION

Sta. 1240±	to	Sta. 1389±
1397±	to	1520±
1528±	to	1732±
1740±	to	1790±
1798±	to	1812±


9" C.R.P.C.C.
9" Plain P.C.C. (Shoulders)
6" C.T.B.

C.R.P.C.C. INLAY SECTION

Sta. 1190±	to	Sta. 1240±
1389±	to	1397±
1520±	to	1528±
1732±	to	1740±
1790	to	1798±

▨ Extg. Pvmt.
☒ Extg. Base

C.R.P.C.C. OVERLAY SECTION

a. The C.R.P.C.C. Overlay is the most cost effective use of P.C.C. pavement and eliminates the cost and inconvenience of removing the existing A.C. and stockpiling it.

b. Place 9" Continuously Reinforced P.C.C. pavement - (travel lanes)
Place 9" Plain P.C.C. - (Shoulders)

C.R.P.C.C. INLAY SECTION

a. A C.R.P.C.C. Inlay section will be used to maintain clearances at undercrossings and to match existing elevations at overcrossing structures.

b. Place 6" C.T.B. and 9" Continuously Reinforced P.C.C. pavement-(travel lanes)
Place 9" Plain P.C.C. - (Shoulders)

NORTH POWDER - BALDOCK SLOUGH

OLD OREGON TRAIL I-84

CONSTRUCTION AND MAINTENANCE ESTIMATED COSTS

ALTERNATE No. 3

YEAR	ACTION	SQ. YD. PCC	$/SQ.YD.PCC	COST (10^6)
0	CONSTRUCT			14.01
27	REPAIR	10	200	0.002
28	REPAIR	50	175	0.009
29	REPAIR	75	135	0.01
30	END OF ANALYSIS PERIOD % SALVAGE = 4.96			-4.96
			TOTAL =	$9.07
			→ USE	$ 9.07

TOTAL STATE FORCE MAINTENANCE

=$21,000 → USE $30,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section N. Powder - Baldock Slough
Highway OLD OREGON TRAIL
County UNION/BAKER
Prefix
Length 11.8 Miles
Designer J. Hancock
Date 1-31-84
Signed Jon Hancock
Title

Grading & Drainage		$ —
Surfacing		$ 11,634,370
Extra Work		
STRIPING	$ 17,000	
Pvmt. MARKERS	$ 23,400	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 40,400
TOTAL		$ 11,674,770
+ 20 % Engineering and Contingencies		$ 2,335,000
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ -
Right of Way		$ -
TOTAL ESTIMATED COST		$ 14,009,770

Use ⇒ $ 14,010,000

OREGON STATE HIGHWAY DIVISIO

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______

Date 1-31-84

ection N. Powder - Baldock Slough

County Union/Baker

ind Of Work C.R.P.C.C. O'Lay w/ P.C.C. Shldrs

Length 11.8

Name J. Heacock

o	ITEM	Code	Unit	Quant.	Unit Cost	Tot
	Mobilization		ALL	ALL	10%	1,038,800
	T.P. & D.		ALL	ALL	2%	207,900
	TEMP. SIGNING		Sq. Ft.	1000	6^{00}	6,000
	TEMP. BARRIER		Lin. Ft.	31,100	12^{00}	373,200
	Moving Temp. Barrier		Lin. Ft	93,300	4^{00}	373,200
	Flagging		Hour	5000	16^{00}	80,000
	A.C. Removal		C.Y.	25,150	6^{00}	150,900
	Gen. Exc.		C.Y.	15,950	5^{00}	79,750
	Emb. in Place		C.Y.	2750	4^{00}	11,000
	Aggr. Base		TON	84,400	6^{00}	506,400
	C.R.P.C.C. - 9"		TON	345,600	18^{00}	6,220,800
	Plain P.C.C. pvmt. - 9" (shldrs)		TON	179,700	12^{00}	2,156,400
	C.T.B.		TON	15,350	10^{00}	153,500
	cement in C.T.B.		TON	850	70^{00}	59,500
	Class "B" A.C.		TON	4120	26^{00}	107,120
	Anchors		Lin. Ft.	1000	60^{00}	60,000
	Exansion Joints		Lin. Ft.	500	100^{00}	50,000
					TOTAL =>	11,634,370

SALVAGE VALUES - P.C.C. SECTIONS

Alternate Design Nos. 2 & 3 provide C.R.P.C.C. pavement. At the end of the 30 year analysis period both alternates have salvage value.

They can at a minimum serve as a base for another rehabilitation project. At the end of 30 years both alternates will still have C.R.P.C.C. pavement carrying traffic. It is assumed that the condition of Alternate No. 3 with Tied P.C.C. Shoulders will be better.

The salvage value is being estimated as the difference in requirement for another C.R.P.C.C. pavement, resulting from the value of this first C.R.P.C.C. pavement. It is assumed that cracking and seating of the initial C.R.P.C.C. pavement will be done to provide a base. Without this base the second C.R.P.C.C. pavement would be thicker.

Following are calculations:

Alternate No. 2

CBE of stablized C.R.P.C.C. =
9" x 1.2 CBE = 10.8 inches Aggregate Base

C.R.P.C.C. design for construction at 30 yrs.

Using $f_t = 450$ psi, $E = 4 \times 10^6$ psi, K = 75 (without base)
EAL's for 30 yrs., starting @ 2620 per day = 42×10^6 EAL's

Using AASHTO method:
T = 13 inches

Using the PCA thickness design formula for a direct overlay from the "Guide to Concrete Resurfacing Designs and Selection Criteria."

Direct Overlay

$$T_R = (T^{1.4} - CT_o^{1.4})^{\frac{1}{1.4}}$$

T = thickness of required single slab = 13.0 inches
T_R = thickeness of resurfacing.
T_o = thickness of existing slab = 9.0 inches
C = pavement condition coefficient.

C = 1.0 when existing P.C.C. is in good condition
= 0.75 when initial longitudinal cracks appear (cracks are tight)
= 0.35 when P.C.C. is badly cracked (spalling)

It is estimated that the C for Alternate No. 2 (with A.C. Shoulders) will be 0.35 at 30 years.

T_R at 30 years with direct overlay of stabilized P.C.C. pavement

$$= \left[(13.0)^{1.4} - 0.35\ (9.0)^{1.4}\right]^{\frac{1}{1.4}} = 11.0 \text{ inches of C.R.P.C.C.}$$

Salvage value = contract cost of 2 inches of extra C.R.P.C.C. over section, less stabilization cost

Estimated current unit costs

13" C.R.P.C.C. = \$24.50 per yd^2 (525,000 yd^2)
11" C.R.P.C.C. = \$21.00 per yd^2 (525,000 yd^2)
Stabilization (break & seat) = \$0.50/yd^2 (345,000 yd^2)

Salvage Value = (345,000 yd^2)(24.50 - 21.00 - 0.50 \$/yd^2) = \$1,035,000
shoulders (180,000 yd^2)(24.50 - 21.00 \$/yd^2) = \$ 630,000

Mobiliztion, T.P. & D., Engineering & Contingencies = 35%

Total Salvage Value of Alternate No. 2

$$= 1.35\ (1{,}035{,}000 + 630{,}000) = \boxed{\$2.25 \text{ million}}$$

For Alternate No. 3 with Tied P.C.C. Shoulders, it is estimated that C = 0.75 at 30 years

T_R for direct overlay at 30 years

$$= \left[(13.0)^{1.4} - 0.75\ (9.0)^{1.4}\right]^{\frac{1}{1.4}} = 8.5 \text{ inches}$$

Salvage Value = contract cost of 4.5 inches of extra C.R.P.C.C., less stabilization cost.

Estimated current costs

13.0 inches C.R.P.C.C. = \$24.50/yd^2 (525,000 yd^2)
8.5 inches C.R.P.C.C. = \$17.00/yd^2 (525,000 yd^2)
Stabilization = \$0.50/yd^2 (525,000 yd^2)

Salvage Value = (1.35)(525,000 yd^2)(\$24.50 - 17.0 - 0.5)

$$= \boxed{\$4.96 \text{ million}}$$

92C7.   1-84

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: January 30, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: North Powder-Baldock Slough Section
Interstate 84 Freeway
Union and Baker Counties

Two surfacing rehabilitation alternates are being considered for this 11.8 mile section of Interstate 84.

ALTERNATE 1

a. Remove and replace five inches of asphalt concrete in the right lane. Overlay with two inches of asphalt concrete, plus an E-Mix wearing course.

b. Construction cost: $6 million. Annual life-cycle cost: $0.7 million.

ALTERNATE 2

a. C.R.P.C.C. pavement with unreinforced concrete shoulders.

b. Construction cost: $13 million. Annual life-cycle cost: $0.7 million.

Alternate 2 is recommended for the following reasons:

1. Better performance of C.R.P.C.C. pavements.
2. Less interruptions to the users.
3. Equal or lower annual costs.
4. Zero maintenance costs for the first 15 years; low annual maintenance costs for the next 15 years.

Your approval is requested prior to submittal to the Federal Highway Administration.

APPROVED
E S Hunter
E. S. Hunter
Date 1-31-84

RECEIVED TECHNICAL SERVICES
JAN 30 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

JHV:kkr
2-1-84 cys to:
R. D. Hector
D. R. Adams
F. E. Terpin
S. H. Macnab
Gordon Beecroft
Jack Sullivan
C. O. Fredrickson

81-125-1387

✓ [illegible] ✓
Anderson
(Ker) Copy Adams
Copy [illegible]
✓ [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
JAN 31 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: J. H. Versteeg
Design Engineer

DATE: January 18, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendation & Supporting Data for the North Powder-Baldock Slough Section of I-84 in Union and Baker Counties.

Submitted herewith is data for two alternate rehabilitation strategies for the subject section.

Alternate No. 1 is for a combination A.C. removal/replacement and overlay. It results in a Class "E" A.C. wearing surface, for an initial cost of approximately $6 million, and an annual cost of approximately $0.7 million.

Alternate No. 2 is for C.R.P.C.C. pavement with an initial cost of approximately $13 million and an annual cost of approximately $0.7 million.

Details of the alternates and costs are in the attachments.

I am recommending Alternate No. 2 based on the following factors:

1. Better performance of C.R.P.C.C. pavements.
2. Less interruptions to the users.
3. Equal or lower annual costs ~~to ODOT~~.

Alternate No. 2 was developed, with a 25 ft. width of C.R.P.C.C. and A.C. shoulders. We could place full width P.C.C. pavement for approximately $200,000 more. The additional cost is in the areas we are digging out to meet bridges and maintain clearances. The adjacent C.R.P.C.C. pavement has A.C. shoulders.

JTS:ss

Attachments

cc: Frank E. Terpin
R. D. Hector

1 Versteeg
Anderson
2 Adams
3 Macnab
Staudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

81-125-1387

9809

P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-7(5)284

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40024

2A. COUNTY NAME

Baker (92%)
Union (8%)

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/14/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

North Powder - Baldock Slough Section
OVERLAY

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $27,000 - FF $24,899

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/10/83.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/20

14. DATE 10/14/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7567 [illegible] 184

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Union Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION North Powder - Union/Baker County Line Unit
N. Powder-Baldock Slough Section

REGION 5

SURVEY AUTHORITY Hwy 6

AUTHORIZATION NO. 1

PREFIX 631-1958

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		40	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		320	920 PROGRAM MANAGEMENT		20	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		320	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		10	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		20	950 TRAINING		20
910 REGION GEOLOGIST		550	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		80	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		20			

TOTALS	$	$ 2,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 1R-84-7(5)284

LOCATION ENGINEER'S REMARKS

UMG

1 Versteeg
cy Anderson
3 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig

RECEIVED cy Lyle

NOV 02 1983

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

For Work in Union Co

On Pro[illegible] HIP for Baker Co Sec [illegible]

PREPARED BY Donald Berg, Cost & Records Specs	DATE 10-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X Orig. signed by R. Hector	DATE 8-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-14-83	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Baker Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Union/Baker County Line - Baldock Slough Unit
N. Powder-Baldock Slough Sect.

REGION 5

Old Oregon Trail

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 1 -1972

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		400	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,680	920 PROGRAM MANAGEMENT		180	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,680	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		90	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		180	950 TRAINING		280
910 REGION GEOLOGIST		6,450	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		920	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		180			
						TOTALS	$	$ 24,800
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER IR-84-7(5)284						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
(cy) Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

(cy to Lyle)

Do Not File ☐
Return To
Bring Up ..../..../....
Action

On Preliminary 6 yr Program   For Work in Baker Co.

PREPARED BY	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8/26/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J K Westing for	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/30/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-14-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

NPB 0001

SEE INSTRUCTIONS ON REVERSE

KEY ID # 0369

SECTION N. Powder-Baldock Slough	REGION 5

STATE HIGHWAY # 6	HIGHWAY NAME Old Oregon Trail	MILE POST FROM 285.33 TO 296.78	LENGTH 11.45 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Union/Baker	ROAD/STREET NAME
ROUTE # I-84	FEDERAL AID # FAI 84	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 27 ~~30~~	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ 4,484		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 135					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 1,848		DESIGN CATEGORY	(1-7)	3	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 6,467	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 6494 ~~6,497~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE FAI 4 R	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION AUG 30 1983	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION LOCATION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	4	4
STRUCTURES	(#)		
SIGNALS	(#)		
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		4,400	
YEAR OF AVERAGE DAILY TRAFFIC		1981	

DEFINE THE PROBLEM

Severe surface wear exists in both east and westbound lanes of this section. Above normal maintenance required to keep surface at minimum acceptable level of service.

PROPOSED SOLUTION

Overlay entire roadway section with 4" "B" A.C. mixture.

REQUESTED, REGION ENGINEER X	DATE 1-28-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 84	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
N. Powder - Baldock Slough Section

REGION
5

PROJECT JUSTIFICATION

This section of I-84 was originally constructed under two separate contracts in 1972-73 and was overlaid in 1975, because of surface failures, with a 1 inch "E" mix. This "skin patch" overlay has not held up and the surface is in a severe state of deterioration. Numerous accidents have occured on this section (including truck tip over) which may be attributed to the deformed/slick surface during wet or frosty conditions.

It is proposed this section be strengthened with a 4 inch overlay with 1 inch patching allowance. This section may require modification at structures to avoid undue dead loading.

This project is within the FHWA guidelines for 4 R funding and is consistent with the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Powder-Baldock Slough

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	n	SIGNS (PERMANENT)	n	STORM SEWER	n	AIRPORT CLEARANCE	n	WETLANDS	n
CITIZEN'S ADVISORY COMM.	n	STRIPING (PERMANENT)	s	LANDSCAPING	n	CONDITIONAL USE	n	SENSITIVE LAND	n
PHOTOGRAMMETRY	n	PROJECT SIGNING	s	IRRIGATION	n	FLOOD PLAIN	n	CULTURAL RESOURCE	n
RECONNAISSANCE SURVEY	n	DETOUR	n	BORROW SOURCE	n	CORPS OF ENGINEERS	n	DEQ INDIRECT SOURCE	n
PUBLIC HEARING	n	ILLUMINATION	n	MATERIAL SOURCE	s	COAST GUARD	n	DEQ NON-POINT SOURCE WATER	n
FIELD SURVEY	s	RR CROSSING	n	DISPOSAL SITE	n	STATE LANDS	n	SECTION 106	n
VICINITY MAP	s	RR PROTECTION	n	LOCAL AGREEMENT	n	GEOLOGY AND MINERALS	s	NOISE STUDY	n
SOILS INVESTIGATION	s	RR SEPARATION	n	NAVIGABLE STREAM	n	BUILDING	n	SECTION 4(F)	n
HYDRAULIC STUDY	n	RR ENCROACHMENT	n	▨	▨	SIGNALS	n	OLD (#)		NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 70	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4		12	12	x	12	12		10				
				4		12	12		12	12		10				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
pave		4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
[illegible]
Location Engineer
Date [illegible]

734-1912 (7-82)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 20, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research
By
James E. Wilson, Jr.
Materials Engineer

SUBJECT: Testing of Flushed Pavement Sample, N. Powder-Baldock Slough Section I-80N

Ir.
and
Circulate

c13

Day

TO: W. E. Schwartz
Regional Engineer

Tests have been completed on asphalt recovered from Class "E" mix recently sampled in an area of surface flushed pavement on the N. Powder-Baldock Slough Section of I-80N. The test results show a strong indication of asphalt contamination from a petroleum product such as diesel. Enclosed is a copy of test report #78-14188.

Inspection of pavement in the flushed areas, which occur generally in the center of the panel, show considerable asphalt stripping. The surface of the pavement contains excess asphalt while the mix below in the one inch thickness contains very little asphalt. Also, portland cement is found between the lifts and in some areas has been washed to the surface of the pavement. It appears that some type of contamination, possible diesel from truck bed coating during construction, has softened the asphalt and stripped the asphalt from the aggregate to the surface as the volatiles escape.

JEW:gs

cc: C. T. Keasey

1 Versteeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
SEP 21 1978
ENGINEERING SECTION

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OREGON STATE HIGHWAY DIVISION
MATERIALS TION LABORATORY RECORD

BITUMINOUS MIXTURE

Laboratory No. 78-14188
Data Sheet No. 25319
Prefix 5801-700
Laboratory charge

Project N. Powder-Baldock Slough
Highway Old Oregon Trail
Contractor No.
Date received 9-5-78
Submitted by James E. Wilson
Date reported Sept. 20, 1978
Source of Material Sampled from surface flushing of asphalt in Pavement.
Sampled or inspected at M.P. 289.5 E.B. O.W.T. To be used Class "E" Asphalt Concrete
Sampled or inspected by Wilson, Cusak, Carroll & Holland Quantity represented Paved - July 1975

Test results from Cut Sample

Gradation:	P 1" -	P 3/8" - 94	P #40 - 13
	P 3/4" - 100	P 1/4" - 71	P #200 - 5.2
	P 1/2" - 99	P #10 - 32	Aspalt Content - 4.9 *

Moisture content at time of extraction - 2.23 %

* Includes 0.1 % retention.

Strong Diesel Odor Apparent

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity,	1st Comp:	2nd Comp:
Hveem "S" Value	" :	" :
Percent Voids (Rice Method)	" :	" :
Real Gravity (Rice Method)		

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 49
Kinematic Viscosity @ 275° F. - 38
Absolute Viscosity @ 140° F. - 3050

Aggregate from T-170 Recovery

Pass 1/2" - 100%	Pass #40 - 13%
" 1/4" - 72%	" #200 - 7.0%
" #10 - 29%	Sp. Gr. - 2.70

Test results from 4" diameter cores.

Bulk specific gravity	In place:	Recompacted:
Hveem "S" Value	" :	" :
Percent Relative Compaction		" :
Percent Voids (Rice Method)	In Place %	Recompacted %
Real Gravity (Rice Method)		%

For Class E Design #75-9966 with job mix tolerances:

(1) Mix gradation indicates: 5% excess pass ¼", 12% excess pass #10, 3% excess pass #40.
(2) Mix asphalt content is 1.9% deficient.
(3) Recovered asphalt is of a softer consistency than expected for Shell AR4000.
(4) Mix has a strong odor of diesel oil or some petroleum product contaminant.
(5) Surface portion of pavement contained considerable asphalt while the mix below in the 1" thick surfacing contained very little asphalt.

0 9 - 0 . 1 8

9809

STATE OF OREGON

INTEROFFICE MEMO

88N ✓

TO: J. H. Versteeg
Head of Engineering
Attn: Fred Eriksen

DATE: March 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: N. Powder-Baldock Slough Sec.
M.P. 285.50 to M.P. 297.20
Highway: Old Oregon Trail Highway No. 6
County: Baker

At your request, we have reviewed the accident history on the subject section. Based on information available, no problem areas could be identified. The accident rate was similar to that found on other state highways. No special corrective treatment is indicated at this time.

L E George
L. E. George
Traffic Engineer Supervisor

GE:rah

REFERRED TO
___ Beard ___ Dorn ___
___ Cole ___ Sample ___
✓ Eriksen FE ___ Watson ___
___ Hager ___ Lau ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DD
___ George
___ Olson
___ Turpin
___ Sullivan
___ Scott
___ Savage

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MAR 06 1978
ENGINEERING SECTION

___ Trout ___
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Bring Up ___/___/___
Action ___

81-125-1387

1984 M.P. 22.4-Sandy ECL Sec. 9810
Mt. Hood Highway in Sandy.
(paving)

1810

November 15, 1985

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5
#9810

Contract No. 9810 awarded to AFAB, Inc. dba Quality Paving for paving on the M.P. 22.4-Sandy E.C.L. Section of the Mt. Hood Highway in Clackamas County was completed on March 1, 1985 and accepted by the State Highway Division on November 6, 1985.

Final payment in the amount of $1,653.16 will be released to the contractor after November 20, 1985. The total contract amount is $402,100.56 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: AFAB, Inc.
dba Quality Paving
P.O. Box 802
Fairview, OR 97024

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

NOTED ON CARD
11-15-85 ac

FN:ac

9810

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9810, On Site Work Substantially Completed November 21, 1984

All Work Completed March 1, 1985

Project M.P. 22.4-Sandy ECL

Highway Mt. Hood

County Clackamas

Type of Work Paving

Contractor Afab, Inc. dba Quality Paving

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: M.P. 22.4 - Sandy E.C.L.

WEEK ENDING: March 9, 1985

SECTION PREFIX: 003-1556

HIGHWAY: Mt. Hood

COUNTY: Clackamas

NAME OF JOB: M.P. 22.4 - Sandy E.C.L.

KIND OF WORK: Paving

CONTRACTOR: AFAB, Inc. dba Quality Paving

CONTRACT NUMBER: 9810

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15, 1984

DATE WORK STARTED: August 17, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 45

WORK DAYS USED:

CALENDAR DAYS USED: 44

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 451.060.35

EXCLUSIVE OF ENGINEERING: $ 415,293.45

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 399,514.53

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.8 %

ENGINEERING AUTHORIZATION: $ 35,766.

This Week: 0

ENGINEERING COST TO DATE: $ 42,000.

PERCENT OF AUTHORIZATION: 117 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: November 21, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		555 Ton			13,500 To
TOTAL QUANTITIES CORRECTED TO DATE		609 Ton			14,855 To
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		609 Ton			14,855 To
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Guard Rail	Curbs Islands	Delineators					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Rain			
MONDAY 4	Showers			
TUESDAY 5	Showers			
WEDNESDAY 6	Part Cloudy			
THURSDAY 7	Clear			
FRIDAY 8	Clear			
SATURDAY 9				

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[illegible] 11 1985
CONSTRUCTION
SECTION

CE F CAE .... LS...... TC......
COE.... OM .... SA...... CC......
OE .... FE ...... CP ......
CA .... FQC ....
CAM .... QCS ....
EEO .... FILE ....

CONTR. NO: 9810 Date:3-9-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	3	No activity
MONDAY	4	No activity.
TUESDAY	5	No activity.
WEDNESDAY	6	Subcontractor completed loop detector home runs and installation into controller. Approved by state traffic inspector.
THURSDAY	7	No activity.
FRIDAY	8	No activity.
SATURDAY	9	No activity.

REMARKS

STATUS: Project work completed. Traffic signal loops have been repaired. Third Notification submitted.

VISITOR: None.

NEXT WEEK: No activity planned.

FINAL REPORT

SIGNED Robert Stevens
Gary Kennen, Project Manager
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

5 10

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: May 25, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 10, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 10, 1984 on the following projects:

1. North Powder-Baldock Slough
   Old Oregon Trail Highway, Baker County
   Paving

   Overlay project. Ten-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. M.P. 22-4-Sandy E.C.L.
   Mt. Hood Highway, Clackamas County
   Paving

   Shoulders will be striped and signed as bike lanes.

3. Portland Avenue @ Abernethy Avenue (Gladstone)
   Portland Avenue, Clackamas County
   Grading and Paving

   Intersection improvement. Existing sidewalks will be reconstructed and curb ramps constructed to provide for existing bicycle and pedestrian traffic.

4. Days Creek-Truck Scales
   Tiller-Trail Highway, Douglas County
   Paving, Overlay Project

   Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

81-125-1387

5. White River Rock Production
   Hood River and Clackamas Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. "E" Street-Foothill Boulevard (Grants Pass)
   Redwood Highway, Josephine County
   Paving

   Eight-foot shoulders will be signed and striped as bike lanes.

7. Santiam Junction Rock Production
   Santiam and North Santiam Highway
   Linn and Marion Counties
   Aggregate Crushing

   Same as No. 5.

8. Whitewater Creek Bridge
   North Santiam Highway, Marion County
   Maintenance Painting

   Same as No. 5.

9. Breitenbush River Bridge
   North Santiam Highway, Marion County
   Maintenance Painting

   Same as No. 5.

10. Rickreall-Suver Junction
    Pacific Highway West, Polk County
    Paving

    Overlay project. Parallel bikeway from Rickreall to Monmouth. Eight-foot shoulders available from Monmouth to Suver Junction for bicycles and pedestrian traffic.

    Same as No. 1.

11. McKay Reservoir-M.P. 11.17
    Pendleton-John Day Highway, Umatilla County
    Paving

    Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

12. Trout Creek-Prairie Creek
    Wallowa Lake Highway, Wallowa County
    Paving

    Overlay project.

    Same as No. 5

13. Gales Creek-Sunset Highway
    Wilson River Highway, Washington County
    Paving and Guardrail

    Overlay project.

    Same as No. 5.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9810

26

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-21

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02251

SECTION Boring Interchange - Sandy ECL

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 3-1425

DATE 3-26-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 200	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 4,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$ 10,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
Adams
M Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

On HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Duane E. Edwards	DATE 4/2/84
RECOMMENDED, REGION ENGINEER X	DATE 2/28/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-30-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

84-21

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02251

SECTION: Boring Interchange - Sandy ECL

REGION: Metro Region

STATE HIGHWAY # 26	HIGHWAY NAME Mt. Hood	MILE POST FROM 20.9 TO 25.3	LENGTH 4.4 mi.
☐ URBAN ☒ RURAL	CITY Sandy	COUNTY Clackamas	ROAD/STREET NAME Mt. Hood Highway
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)		FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 362		STRUCTURES (✓)		RELOCATIONS (#)	N/A
STRUCTURES	$ -		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ -		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ -				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$ 362		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
30% ENGINEERING & CONTINGENCIES	$ 108		DESIGN CATEGORY (1-7)	3	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 470	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE ~~FAP~~ STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2 to 4	Same
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	14,000	-
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Roadway needs resurfacing because of numerous patching and rutting.

PROPOSED SOLUTION

Resurface roadway 2" overlay. Place guardrail where needed.

RECOMMENDED, REGION ENGINEER	DATE 2/28/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

84-21

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02251

SECTION: Boring Interchange - Sandy ECL

REGION: Metro Region

PROJECT JUSTIFICATION

See Project Prospectus Part 1 Project Request

ADMINISTRATION RECOMMENDATION

734-1911 (7 82) Cont

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-21

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02251

SECTION Boring Interchange - Sandy ECL

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	Y
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	Y
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	Y
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES
City of Sandy Water & Sewer
Pacific Northwest Bell
General Telephone
Northwest Natural Gas

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12	12	16	12	12		10				
							SAME									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer
Date

734-1912 (7-82)

1984 Portland Ave. @ Abernethy 9811
Ave. Sec., FAU 9647 in Gladstone.
(grading and paving)

9811

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 17, 1987

CITY: Gladstone AGREEMENT NO: 6939 PROJECT NO: IX-9647(2)(3)

CONTRACT NO: 9811 SECTION: Portland Ave. at Abernathy Lane

PRELIMINARY ENGINEERING (PREFIX NO. 303-1910):

Project Manager	$ 9,877.07
Final Design ($12.00 Non-Partic.)	5,408.64
Region Geology	182.06
Traffic Section	29.42
Landscape	49.54
Region Utility Liaison	206.42
Location	22.11
Program Section	262.42
Specifications	1,217.88
Administrative Services	49.96
Environmental Section	38.26
Region Utility Engineer	49.54
Surfacing Design Engineer	261.32
Total P.E. Cost	$ 17,654.64

CONSTRUCTION (PREFIX NO. 303-1067):

Payment to Contractor ($23,347.97 Non-Partic.)	$ 69,639.75
SFO #1 Permanent Striping	514.79
Interest on Final Payment	115.39
Construction Engineering	7,211.14
Project Manager	162.14
Final Design	4.50
Program Section	94.55
Material Testing	889.08
Technical Services	61.91
Construction Section	171.45
Total Construction Cost	$ 78,864.70

SUMMARY:

Total P.E. Cost	$ 17,654.64
Total Const. Cost	78,864.70
TOTAL PROJECT COST	$ 96,519.34
Less Federal Funds:	
P.E.	(14,996.24)
Const. (FAU Replacement)	(42,670.00)
Less State Share: $\frac{42,670.00}{85\%} \times 9\% =$	(4,518.00)
CITY SHARE	$ 34,335.10
Less City Deposit 6-5-84	(56,850.00)
REFUND TO CITY	$ 22,514.90

GEZ:bkb
cc: J. Henry
W. Schulte
LPG Files

9811

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4/18/84
TO 4/02/86

FEDERAL AID PROJECT NO.
IX-9647(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Fixed Federal Funds		
78,864.70	50,200.00	8500%	42,670.00	42,670.00	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
10/13/86

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PORTLAND AVE. AT ABERNETHY AVE. (GLADSTONE) FAU 9647 CLACKAMAS COUNTY					
	Construction Type Code Y008 Channelization (Portland Ave. at Abernethy Ave.)					
	Final contract payment summary	Lump Sum			$46,291.78	
	Permanent Pavement Striping (State)	All Required			514.79	
	TOTAL PARTICIPATING CONSTRUCTION COST				$46,806.57	
	Construction Engineering					
	State	All Required			$ 3,393.43	
	TOTAL PARTICIPATING PROJECT COST				$50,200.00	
	Non Participating Project Cost					
	Final contract payment summary	Lump Sum			$23,347.97	
	Interest on Final Payments	All Required			115.39	
	Construction Engineering (State)	All Required			5,201.34	
	TOTAL NON PARTICIPATING PROJECT COST				$28,664.70	
	TOTAL PROJECT COST				$78,864.70	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FOR[illegible]D					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 177

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XI -9565-007									
F04213 C0031902-041	55,680.89	47,328.76	55,680.89						
AGREEMENT TOTALS	55,680.89	47,328.76	55,680.89	85.00	75,905.00	47,328.76	.00		.00
FED PROJ TOTALS	55,680.89	47,328.76	55,680.89		75,905.00	47,328.76	.00		.00
FEDERAL PROJECT: XI -9565-013									
F03784 C09378 -031	91,155.43	77,482.12	91,155.43						
AGREEMENT TOTALS	91,155.43	77,482.12	91,155.43	85.00	86,840.00	77,482.12	.00		.00
FED PROJ TOTALS	91,155.43	77,482.12	91,155.43		86,840.00	77,482.12	.00		.00
FEDERAL PROJECT: XI -9565-018									
F03805 C0032547-000	573,676.83	382,325.39	573,676.83						
AGREEMENT TOTALS	573,676.83	382,325.39	573,676.83	85.00	694,450.00	487,625.31	.00		105,299.92
FED PROJ TOTALS	573,676.83	382,325.39	573,676.83		694,450.00	487,625.31	.00		105,299.92
FEDERAL PROJECT: XI -9647-003									
F01876 C09811 -000	2,063.25	.00	2,063.25						
C09811 -001	115.39	.00	.00						
C09811 -010	28,549.31	.00	.00						
C09811 -011	48,136.75	42,670.00	48,136.75						
AGREEMENT TOTALS	78,864.70	42,670.00	50,200.00	85.00	42,670.00	42,670.00	.00		.00
FED PROJ TOTALS	78,864.70	42,670.00	50,200.00		42,670.00	42,670.00	.00		.00
FEDERAL PROJECT: XI -9713-006									
F03708 C0261943-021	126,261.22	107,322.04	126,261.22						

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
LAKEWOOD BAY(N SHORE)BR	CONT NO 9579 = FA PROJ NOS BROS0303001 100							STATE	
	303	1050	201	00 P 1			46,841.63	83	83
	303	1050	206	00 N 1			12.36	83	83
	303	1050	208	00 N 1			83.01CR	83	83
	303	1050	270	01 N 1			3,540.00	83	83
	303	1050	295	00 N 9			11,930.00	83	83
	303	1050	296	00 N 9		70.91CR	55,400.76CR	83	85
	303	1050	298	00 N 9		70.91	43,420.76	83	86
	303	1050	900	00 P 1	.38CR	85.62	2,458.01	83	85
	303	1050	900	00 N 1			9,513.60	84	84
	303	1050	903	00 P 1			1,598.23	83	84
	303	1050	915	00 P 1			72.91	84	84
	303	1050	920	00 P 1			53.02	83	83
	303	1050	928	00 N 1		.02	83.01	83	84
	303	1050	940	00 P 1			1,202.72	83	84
	303	1050	941	00 P 1			1,079.19	83	83
	303	1050	944	00 P 1			363.91	83	84
	303	1050	945	00 P 1			602.20	83	84
	303	1050	948	00 P 1			34.90	83	84
	303	1050	943	00 N 1			8.15	83	83
	303	1050	950	00 P 1			31.29	83	83
			TOT	P1	.38CR	85.62	54,338.07		
			TOT	N1		.02	13,074.11		
			** JOB TOTALS **		.38CR**	85.64 **	67,412.18 **		
CLACKAMAS RD-OATFIELD RD	CONT NO 9522 FA PROJ NOS X10 9659008 60 X10 9659010 40							STATE	
	303	1061	201	00 P 1			8,800.00	84	84
	303	1061	201	00 P 2			60,301.06	84	84
	303	1061	296	00 N 9		8,358.35CR	73,809.35CR	84	85
	303	1061	298	00 N 9		8,358.35	73,809.35	84	85
	303	1061	900	00 P 1			1,200.00	84	84
	303	1061	900	00 P 2		9,833.35	16,533.47	84	85
			TOT	P1			10,000.00		
			TOT	P2		9,833.35	76,834.53		
			** JOB TOTALS **		**	9,833.35 **	86,834.53 **		
PORT AVE & ABER AVE	CONT NO 9811 FA PROJ NOS X1 9647003 100 X1 9647003							STATE	
	303	1067	201	00 P 1	Pay Cont.	46,291.78	46,291.78	84	85
	303	1067	201	00 P 2	" "	23,347.97	23,347.97	84	84
	303	1067	204	00 P 1	~~Ret. Per Cent. Cr.~~	1,500.00CR	~~1,500.00CR~~	84	85
	303	1067	270	01 P 1	SPO* 1 1.34CR	497.59	514.79	84	85
	303	1067	296	00 N 9	Tr. St. .01CR	42,670.00CR	42,670.00CR	84	85
	303	1067	298	00 N 9	" Fed .01	42,670.00	42,670.00	84	85
	303	1067	900	00 P 1	Const. Eng. 18.60CR	2,909.07	3,755.28	84	85
	303	1067	900	00 P 2	" "	3,121.19	3,121.19	85	85
	303	1067	920	00 P 1	Prog. Sec.		94.55	84	84

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	303	1067	940	00	P	1	Salem Lab.	136.50	136.50	84	84
	303	1067	941	00	P	1	Port. " 1.22CR	526.82	526.82	84	85
	303	1067	944	00	P	1	Tech. Servuices		61.91	84	84
	303	1067	945	00	P	1	Const. Sec. .70CR	155.00	171.45	84	85
	303	1067	948	00	P	1	Gen Const Eng .26CR	163.82	163.82	84	85
			TOT	P1			22.12CR	49,180.58	50,216.90		
			TOT	P2				26,469.16	26,469.16		
			** JOB TOTALS **				22.12CR**	75,649.74 **	76,686.06 **		
SW JEAN RD-SW MADRONA	CONT NO		FA PROJ NOS	M	9473004		53 X10 9473004	45	X10 9473004	02 STATE	
	303	1071	201	00	P	1	166,468.62	337,372.08	337,372.08	85	85
	303	1071	220	01	P	1	209.45	209.45	209.45	85	85
	303	1071	295	00	N	9		8,695.66	8,695.66	85	85
	303	1071	296	00	N	9	164,132.60CR	344,679.96CR	344,679.96CR	85	85
	303	1071	297	00	N	9		8,076.60	8,076.60	85	85
	303	1071	298	00	N	9	164,132.60	327,907.70	327,907.70	85	85
	303	1071	900	00	P	1	10,682.07	26,491.72	26,491.72	84	85
	303	1071	900	00	P	2	9,061.54	22,484.87	22,484.87	84	85
	303	1071	900	00	P	8	402.69	999.16	999.16	84	85
	303	1071	900	00	N	1	100.76	469.89	469.89	85	85
	303	1071	900	00	N	2	85.55	398.96	398.96	85	85
	303	1071	900	00	N	8	3.81	17.72	17.72	85	85
	303	1071	920	00	P	1	.25CR	55.44	55.44	84	85
	303	1071	920	00	P	2	.21CR	47.08	47.08	84	85
	303	1071	920	00	P	8	.01CR	2.09	2.09	84	85
	303	1071	940	00	P	1	262.88	336.55	336.55	85	85
	303	1071	940	00	P	2	223.20	285.75	285.75	85	85
	303	1071	940	00	P	8	9.92	12.70	12.70	85	85
	303	1071	941	00	P	1	231.59	271.56	271.56	85	85
	303	1071	941	00	P	2	196.61	230.54	230.54	85	85
	303	1071	941	00	P	8	8.75	10.26	10.26	85	85
	303	1071	944	00	P	1	504.44	1,185.83	1,185.83	84	85
	303	1071	944	00	P	2	428.31	1,006.84	1,006.84	84	85
	303	1071	944	00	P	8	19.03	44.73	44.73	84	85
	303	1071	945	00	P	1	.06CR	13.80	13.80	84	85
	303	1071	945	00	P	2	.05CR	11.72	11.72	84	85
	303	1071	945	00	P	8		.53	.53	84	84
	303	1071	946	00	P	1	.04CR	7.15	7.15	85	85
	303	1071	946	00	P	2	.02CR	6.09	6.09	85	85
	303	1071	946	00	P	8	.01CR	.26	.26	85	85
	303	1071	948	00	P	1	62.19	224.26	224.26	84	85
	303	1071	948	00	P	2	52.81	190.43	190.43	84	85
	303	1071	948	00	P	8	2.34	8.46	8.46	84	85
	303	1071	950	00	P	1	49.35CR	1,131.31	1,131.31	85	85
	303	1071	950	00	P	2	41.90CR	960.56	960.56	85	85
	303	1071	950	00	P	8	1.86CR	42.69	42.69	85	85
			TOT	P1			178,371.54	367,299.15	367,299.15		
			TOT	P2			9,920.29	25,223.88	25,223.88		
			TOT	P8			440.85	1,120.88	1,120.88		
			TOT	N1			100.76	469.89	469.89		
			TOT	N2			85.55	398.96	398.96		
			TOT	N8			3.81	17.72	17.72		
			** JOB TOTALS **				188,922.50 **	394,530.48 **	394,530.48 **		

11/21/86

JOB COST SUMMARY
EA/S BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M	
C09811	000		548	8214			EQUIP. RENTAL
C09811	000		548	8214			POOL
C09811	000		548				
C09811	000		550	8215			Equip. Rental
C09811	000		550	8215			Assigned
C09811	000		550				
C09811	000						
C09811	000	010	001	0821			
C09811	000	010	001	0821			SUPER
C09811	000	010	001				+ADM. Wages
C09811	000	010					
C09811	000	900	001	1094			CONST ENGR
C09811	000	900	001	1094			Wages
C09811	000	900	001				
C09811	000	900	550	1094			Equip Rent
C09811	000	900	550	1094			CONST ENGR. Assigned
C09811	000	900	550				
C09811	000	900					
C09811	000	901	001	7363			
C09811	000	901	001	7363			Proj. Mgr.
C09811	000	901	001	7365			CONST ENGR
C09811	000	901	001	7365			
C09811	000	901	001				
C09811	000	901	504	7363			Proj. Mgr.
C09811	000	901	504	7363			CONST. ENGR. Blueprint
C09811	000	901	504				
C09811	000	901					
C09811	000	905	504	7310			Blueprint
C09811	000	905	504	7310			FINAL DESIGN

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	8214		.00	12.00
	8214		.00	12.00
			.00	12.00
	8215		.00	14.00
	8215		.00	14.00
			.00	14.00
			.00	26.00
	0821		.00	41.54
	0821		.00	41.54
es			.00	41.54
			.00	41.54
st ENGR	1094		.00	94.91
ges	1094		.00	94.91
			.00	94.91
p Rent	1094		.00	8.40
signed	1094		.00	8.40
			.00	8.40
			.00	103.31
	7363		.00	81.90
Mgr.	7363		.00	81.90
	7365		.00	65.76
	7365		.00	65.76
			.00	147.66
Mgr.	7363		.00	14.48
prin	7363		.00	14.48
			.00	14.48
			.00	162.14
print	7310		.00	4.50
	7310		.00	4.50

11/21/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09811	000	905	504			
C09811	000	905				
C09811	000	940	001	8200		
C09811	000	940	001	8200		
C09811	000	940	001	8214		
C09811	000	940	001	8214		
C09811	000	940	001	8221		
C09811	000	940	001	8221		
C09811	000	940	001			
C09811	000	940				
C09811	000					
C09811	001		349	0521		
C09811	001		349	0521		
C09811	001		349			
C09811	001					
C09811	001					
C09811	010		300	0521		
C09811	010		300	0521		
C09811	010		300			
C09811	010					
C09811	010	900	598	0521		
C09811	010	900	598	0521		
C09811	010	900	598			
C09811	010	900				
C09811	010					
C09811	011	900	598	0521		
C09811	011	900	598	0521		
C09811	011	900	598			

Materials Testing

N.P. Interest

NP CONT PAYMENT

NP Const Engr.

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	4.50
			.00	4.50
	8200		.00	20.49
	8200		.00	20.49
	8214		.00	192.06
	8214		.00	192.06
	8221		.00	13.21
	8221		.00	13.21
			.00	225.76
			.00	225.76
			.00	563.25
	0521		.00	115.39
	0521		.00	115.39
			.00	115.39
			.00	115.39
			.00	115.39
	0521		26,469.16	~~26,469.16~~
	0521		26,469.16	~~26,469.16~~
			26,469.16	~~26,469.16~~
			26,469.16	~~26,469.16~~
	0521		2,080.15	2,080.15
	0521		2,080.15	2,080.15
			2,080.15	2,080.15
			2,080.15	2,080.15
			28,549.31	28,549.31
	0521		2,080.15-	2,080.15-
	0521		2,080.15-	2,080.15-
			2,080.15-	2,080.15-

11/21/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09811	011	900				
C09811	011					
C09811	021		300	0521		
C09811	021		300	0521		
C09811	021		300			
C09811	021					
C09811	021					
C09811						

Const. Engr.
P

Cont. Payment
P

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			2,080.15-	2,080.15-
-			2,080.15-	2,080.15-
	0521		26,469.16-	~~26,469.16-~~
	0521		26,469.16-	~~26,469.16-~~
			26,469.16-	~~26,469.16-~~
			26,469.16-	~~26,469.16-~~
			26,469.16-	~~26,469.16-~~
			.00	678.64

9811

N

August 1, 1985

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 98103

CON 5
#9811

On July 16, 1985, we wrote to you concerning release of final payment on Contract No. 9811 awarded to Oregon Asphaltic Paving Company for grading and paving Portland Avenue at Abernethy Avenue in Gladstone in Clackamas County.

Final payment on this contract is $1,500 and the total contract amount is $69,639.75. No work was performed under force account.

SIGNED
ERT W. GORM

Robert W. Gormsen
COMMISSION SERVICES

ae

cc: Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9811

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 10, 1985

FROM: C. O. Fredrickson
for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9811, On Site Work Substantially Completed August 14, 1984

All Work Completed February 18, 1985

Project Portland Ave. @ Abernethy Ave. (Gladstone)

Highway FAU 9647 (Portland Ave.)

County Clackamas

Type of Work Grading & Paving

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 16, 1985 - Surety letters written.

noted
RWGormsen

RECEIVED
JUL 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9811

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland Ave. @ Abernethy Ave.

WEEK ENDING: March 2, 1985

SECTION PREFIX: 303-1067

HIGHWAY: FAU 9647

COUNTY: Clackamas

NAME OF JOB: Portland Ave @ Abernethy Ave.

KIND OF WORK: Grading and Paving

CONTRACTOR: Oregon Asphaltic Paving Co

CONTRACT NUMBER: 9811

FEDERAL AID PROJECT NUMBER: IX-9647(3)

DATE OF CONTRACT: June 5, 1984

DATE WORK STARTED: June 26, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 60

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $86,409.37

EXCLUSIVE OF ENGINEERING: $78,862.70

ENGINEERING AUTHORIZATION: $7,546.

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $71,686.46

This Week: 0

ENGINEERING COST TO DATE: $7,500.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 9.0 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED: August 14, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1662 CY	760 Ton			560 Ton
TOTAL QUANTITIES CORRECTED TO DATE	898 CY	834 Ton			687 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	898 CY	834 Ton			687 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Landscaping						
PERCENT	Deleted						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Overcast			
MONDAY 25	Clear			
TUESDAY 26	Cloudy			
WEDNESDAY 27	Clear			
THURSDAY 28	Overcast			
FRIDAY 1	Partly Cloudy			
SATURDAY 2				

CE E CAE ....
RECEIVED
LS ..... TC .....
COE ..... OM .....
SA ..... CC .....
OE ....
MAR 05 1985
FE ..... CP .....
CA ....
PQC ....
CAM ....
CONSTRUCTION
QCS ....
EEO ....
SECTION
FILE ....

CONTR. NO: 9811 Date: 3-2-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity all week..
MONDAY 25	
TUESDAY 26	
WEDNESDAY 27	
THURSDAY 28	
FRIDAY 1	
SATURDAY 2	

REMARKS

STATUS: Project work completed. Third Notification and Semi-final submitted.

VISITORS: None.

NEXT WEEK: No activity planned.

FINAL REPORT

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

, 9811

(ORIGINAL) 303-1910

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-16-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OR 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER PERIOD
FROM 3-29-79
TO 4-17-84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9647(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,642.64	$17,642.64	85%	$14,996.24	$14,996.24	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	8-16-84	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 8-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PORTLAND AVE. AT ABERNATHY LANE CITY ST. IN CLACKAMAS COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$17,642.64	
	TOTAL PARTICIPATING PROJECT COST				$17,642.64	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-9-84					
	AMOUNT CARRIED FORWARD					

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PORTLAND AVE. AT ABERNATHY LANE CITY ST. IN CLACKAMAS COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$17,642.64	
	TOTAL PARTICIPATING PROJECT COST				$17,642.64	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-9-84					
	AMOUNT CARRIED FORWARD					

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END
OF
RETAKE

```
SPTC X'ING @ 17TH-ORE CITY     CONT NO      X FA PROJ NOS RRP 00GS021 100                                          STATE
                                 303    1909     296      00 N 9                       75.75CR      757.55CR
                                 303    1909     298      00 N 9                                    681.80
                                 303    1909     299      00 N 9                       75.75         75.75
                                 303    1909     901      00 P 1                                    311.86
                                 303    1909     905      00 P 1                                     79.54
                                 303    1909     914      00 P 1                                    362.96
                                 303    1909     923      00 P 1                                      3.19
                                                 TOT         P1                                     757.56
                                              ** JOB TOTALS **              **             **       757.55  **

PORT AVE-ABERNETHY LN          CONT NO      X FA PROJ NOS XI  9647002 100                                          STATE
                                 303    1910     296      00 N 9  Tr. St.              621.95     14,996.24CR
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 SEPTEMBER 1984      PAGE  802

                                                                                   FISCAL         GRAND TOTAL
     DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONT.      YEAR TO DATE        TO DATE
                                 303    1910     298      00 N 9  Tr. Fed                621.95CR     14,996.24
                                 303    1910     901      00 P 1  Proj. Mgr.                           9,877.07 ✓
                                 303    1910     905      00 P 1  Fin. Des   12.00CR                   5,396.64 ✓
                                 303    1910     905      00 N 1  "    "     12.00        12.00           12.00 ✓
                                 303    1910     910      00 P 1  Reg. Geol.                             182.06 ✓
                                 303    1910     911      00 P 1  Tr. Sec.                                29.42 ✓
                                 303    1910     912      00 P 1  Lands.                                  49.54 ✓
                                 303    1910     914      00 P 1  Reg. Ut. Liais.                        206.42 ✓
                                 303    1910     918      00 P 1  Loc.                                    22.11 ✓
                                 303    1910     920      00 P 1  Prog. Sec.                             262.42 ✓
                                 303    1910     921      00 P 1  Specs.                 108.00CR      1,217.88 ✓
                                 303    1910     922      00 P 1  Adm. Serv.                              49.96 ✓
                                 303    1910     923      00 P 1  Env. Sec.                               38.26 ✓
                                 303    1910     932      00 P 1  R/w Ut. Eng.            56.08CR         49.54 ✓
                                 303    1910     933      00 P 1  Surfacing Des. Engr.                   261.32
                                 303    1910     950      00 P 1                         567.62CR
                                                 TOT         P1              12.00CR     731.70CR     17,642.64
                                                 TOT         N1              12.00        12.00           12.00
                                              ** JOB TOTALS **              **           719.70CR**   17,654.64  **

HARRISON ST-42ND AV-KING RD    CONT NO.     X FA PROJ NOS XI  9714002 100                                          STATE
                                 303    1911     295      00 N 9                                          12.18
                                 303    1911     296      00 N 9                                          81.22CR
                                 303    1911     298      00 N 9                                          69.04
                                 303    1911     901      00 P 1                                          11.12
                                 303    1911     905      00 P 1                                          56.70
                                 303    1911     920      00 P 1                                          13.40
                                                 TOT         P1                                           81.22
                                              ** JOB TOTALS **              **             **             81.22  **
```

801
BILLING NUMBER 14

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

10/11/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
303-1907	1	XI -9659-004 APPR-823		13.40		85.00				
303-1909	1*	RRP -000S-021 APPR-139	681.80	757.55	757.55	90.00	681.80	681.80		
303-1910	1*	XI -9647-002 APPR-823	14,996.24	17,654.64	17,642.64	85.00	14,996.24	14,996.24		
303-1911	1*	XI -9714-002 APPR-823	69.04	81.22	81.22	85.00	69.04	69.04		
303-1912	1	XI -9665-007 APPR-823	12,900.00	21,261.03	21,153.51	85.00	17,980.48	12,900.00	5,080.48 B	
	2	HES -9665-007 APPR-141	14,400.00	6,072.94	6,072.94	90.00	5,465.65	5,465.65		
303-1912		PREFIX TOTALS	27,300.00	27,333.97	27,226.45		23,446.13	18,365.65	5,080.48	
303-1913	1*	XI -9659-005 APPR-823	6,730.21	7,949.13	7,917.89	85.00	6,730.21	6,730.21		
	2*	XIO -9659-005 APPR-772	9,422.08	11,084.80	11,084.80	85.00	9,422.08	9,422.08		
	3*	XIO -9659-005 APPR-580	12,761.99	15,014.10	15,014.10	85.00	12,761.99	12,761.99		
303-1913		PREFIX TOTALS	28,914.28	34,048.03	34,016.79		28,914.28	28,914.28		
303-1915	1*	RRS -9521-001 APPR-138	2,253.03	2,512.80	2,503.37	90.00	2,253.03	2,253.03		
303-1916	1	BROS-0303-001 APPR-117	13,600.00	17,883.37	17,883.37	80.00	14,306.70	13,600.00	706.70 B	
303-1917	1	RRP -9700-001 APPR-139	1,800.00	872.60	872.60	90.00	785.34	785.34		
303-1918	1	PMS -000S-105 APPR-140	450.00	89.29	89.29	100.00	89.29	89.29		
303-1919	1	M -9473-002 APPR-W36	160,699.00	192,963.13	192,838.66	85.80	165,455.57	160,265.06	4,756.57 B	433.94
303-1936	1	RRS -9761-001 APPR-138	675.00	137.98	137.98	90.00	124.18	124.18		
304-1950	1*	M -4350-001 APPR-W32	15,730.16	18,130.09	17,838.69	88.18	15,730.16	15,730.16		
304-1961	1	BRM -7457-001 APPR-118	32,000.00	2,786.75	2,772.33	88.15	2,443.81	1,819.84		623.97
305-1909	1	M -6240-001 APPR-W32	12,606.00	1,761.79	1,761.79	88.15	1,553.02	1,548.58		4.44
306-1945	1*	TQM -2641-001 APPR-124	17,382.09	20,265.93	20,265.93	85.77	17,382.09	17,382.09		
309-1904	1	RRP -3280-001 APPR-139	1,800.00	793.32	793.32	90.00	713.99	713.99		
309-1976	1*	RRO -000S-121 APPR-685	731.97	817.80	813.30	90.00	731.97	731.97		
309-1977	1	RRO -000S-026 APPR-685	1,689.53	1,877.26	1,877.26	90.00	1,689.53	1,689.53		
309-1997	1*	M -3225-002 APPR-W32	13,044.18	15,059.31	15,940.59	81.83	13,044.18	13,044.18		
310-1903	1	PMS -000S-107 APPR-140	274.94	274.94	274.94	100.00	274.94	274.94		

.. 9811

STATE COPY

TO BE COMPLETED BY FHWA 6-316	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-15-84	STATE Oregon COUNTY Clackamas PROJECT NO. IX-9647(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland Ave. @ Abernathy Ave. in the city of Gladstone

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	~~4-18-84~~	~~0.0~~
CONSTRUCTION	4-18-84	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 86,409.00	FEDERAL FUNDS 43,670.00 $ ~~41,670.00~~ (Fixed)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Kolase
For: Manager, Program Section
(Title)
~~By~~ For: H.S. Coulter
State Highway Engineer
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 15 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 11, 1984

FEDERAL AID PROJECT NO. IX-9647(3)

PORTLAND AVE. AT ABERNETHY AVE. (GLADSTONE)
FAU 9647
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (PORTLAND AVE. AT ABERNETHY AVE.)

Mobilization		All Required		$ 3,000.00
Temporary Protection and Direction of Traffic		All Required		1,100.00
Temporary Signs	130	Sq. Ft.	5.50	715.00
Temporary Barricades	12	Each	100.00	1,200.00
Temporary Plastic Safety Markers	25	Each	50.00	1,250.00
Flaggers	150	Hour	15.00	2,250.00
Removal of Structures and Obstructions		All Required		1,000.00
General Excavation	1,662	Cu. Yd.	7.25	12,049.50
Trench Excavation	41	Cu. Yd.	7.20	295.20
Furnishing and Placing Topsoil	200	Cu. Yd.	11.00	2,200.00
Aggregate Base	50	Ton	18.00	900.00
Cement Treated Base	760	Ton	18.80	14,288.00
Class "C" Asphalt Concrete	560	Ton	33.50	18,760.00
12-inch Storm Sewer Pipe	94	Lin. Ft.	21.00	1,974.00
Concrete Inlets, Type G-1	2	Each	310.00	620.00
Concrete Walks	250	Sq. Yd.	10.75	2,687.50
Concrete Curbs	610	Lin. Ft.	4.15	2,531.50
Extra for Asphalt Approaches	2	Each	150.00	300.00
Drainage Curbs	240	Lin. Ft.	3.15	756.00
Adjusting Manholes	3	Each	230.00	690.00
Adjusting Inlets	3	Each	425.00	1,275.00
Finishing and Planting Shrubs	250	Each	10.50	2,625.00
Bark Mulch	5	Unit	160.00	800.00
				$ 73,266.70

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,050.00
Temporary Erosion Control	All Required	150.00
		$ 2,200.00
	SUBTOTAL	$ 75,466.70
	Engineering	10,942.30
	TOTAL	$ 86,409.00

Length of Project	0.00 mi.

Federal Funds	$42,670.00 *
State Funds	4,518.00
City Funds (Gladstone)	39,221.00
TOTAL	$86,409.00

* Fixed Funds

Group 1: 100%
Contract No. 9811
Prefix: 303-1910
Prefix: 303-1067

WH:me

9811

May 29, 1984

City of Gladstone
City Hall
Gladstone, OR 97027

AGR 4

Attention: Verna Howell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6939

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement for improvements of the Abernethy Lane (FAU 9650) at Portland Avenue Section.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

4511

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: May 25, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 10, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 10, 1984 on the following projects:

1. North Powder-Baldock Slough
   Old Oregon Trail Highway, Baker County
   Paving

   Overlay project. Ten-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. M.P. 22-4-Sandy E.C.L.
   Mt. Hood Highway, Clackamas County
   Paving

   Shoulders will be striped and signed as bike lanes.

3. Portland Avenue @ Abernethy Avenue (Gladstone)
   Portland Avenue, Clackamas County
   Grading and Paving

   Intersection improvement. Existing sidewalks will be reconstructed and curb ramps constructed to provide for existing bicycle and pedestrian traffic.

4. Days Creek-Truck Scales
   Tiller-Trail Highway, Douglas County
   Paving, Overlay Project

   Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

5. White River Rock Production
Hood River and Clackamas Counties
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. "E" Street-Foothill Boulevard (Grants Pass)
Redwood Highway, Josephine County
Paving

Eight-foot shoulders will be signed and striped as bike lanes.

7. Santiam Junction Rock Production
Santiam and North Santiam Highway
Linn and Marion Counties
Aggregate Crushing

Same as No. 5.

8. Whitewater Creek Bridge
North Santiam Highway, Marion County
Maintenance Painting

Same as No. 5.

9. Breitenbush River Bridge
North Santiam Highway, Marion County
Maintenance Painting

Same as No. 5.

10. Rickreall-Suver Junction
Pacific Highway West, Polk County
Paving

Overlay project. Parallel bikeway from Rickreall to Monmouth. Eight-foot shoulders available from Monmouth to Suver Junction for bicycles and pedestrian traffic.

Same as No. 1.

11. McKay Reservoir-M.P. 11.17
Pendleton-John Day Highway, Umatilla County
Paving

Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

12. Trout Creek-Prairie Creek
Wallowa Lake Highway, Wallowa County
Paving

Overlay project.

Same as No. 5

13. Gales Creek-Sunset Highway
Wilson River Highway, Washington County
Paving and Guardrail

Overlay project.

Same as No. 5.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9811

May 15, 1984

PRU

A. C. Kolb
Public Works Director
City of Gladstone
525 Portland
Gladstone, OR 97027

Dear Mr. Kolb:

On May 10, 1984 we received a satisfactory bid from Oregon Asphaltic Paving Company, 1220 SE 190th Ave., Portland, OR 97233 for the Portland Avenue at Abernethy Avenue (Gladstone) on FAU 9647 (Portland Avenue).

As indicated in the Agreement No. 6939, as supplemented on April 3, 1984, the City of Gladstone is required to deposit their share of the project cost as computed below:

Contractor's Bid		$ 73,266.70
Additional Anticipated Items:		
Permanent Pavement Striping	$2,050.00	
Roadside Seeding & Mulching	150.00	2,200.00
Contingencies (4 1/2%)		3,297.00
Engineering (10%)		7,546.67
CONSTRUCTION COST		$ 86,310.37
PRELIMINARY ENGINEERING COST (AS OF 5-9-84)		17,729.45
SUBTOTAL		$104,039.82
Less Federal Funds		42,670.00
Less State Funds		4,518.00
CITY SHARE		$ 56,851.82
ROUNDED		$ 56,850.00

Please submit your $56,850.00, which should arrive not later than June 1, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:pf
Attachment
bcc w/AD #84-41: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-41 when deposited.

1811

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 16, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90117
Project No. IX-9647(2)
Portland Ave. @ Abernethy Lane
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated March 27, 1984.

Approval of this request will involve an increase of $19,400.00 in total cost and obligation of $16,490.00 in Federal Funds (Appn Code 580) with revised financing as follows:

	TEC	FF	%
Present	$ 21,400.00	$ 18,190.00	85.0
Previous	2,000.00	1,700.00	
Difference	$ 19,400.00	$ 16,490.00	

RHZ:bkb
Attachment

cc: F.E. Terpin
Shirley Williams

WKS

Form 734-3122

78.11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1984

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 90117
Project No. IX-9647(3)
Portland Ave. @ Abernethy Ave. (Gladstone) Sec.
Portland Ave. (FAU 9647)
Clackamas County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 12, 1984.

Project concept is based on the February 16, 1979 letter to you from the Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:pf
Attachments

cc: Ed Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach
General Files

SHEET NO.	INDEX OF SHEETS DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B	Temporary Protection And Direction Of Traffic
2C	Pipe Data & Details
2D	Summary
3	Plan
3A	Profile

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

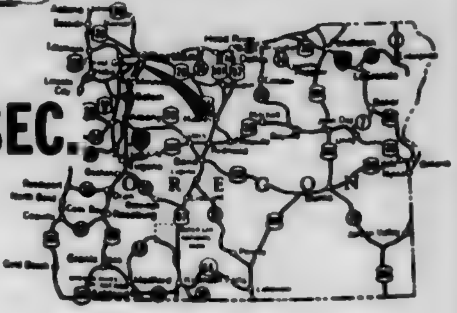
PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
FEB 7 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Length 0.04 mi.

PORTLAND AVE. AT ABERNETHY AVE. (GLADSTONE) SEC. FAU 9647 (PORTLAND AVE.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

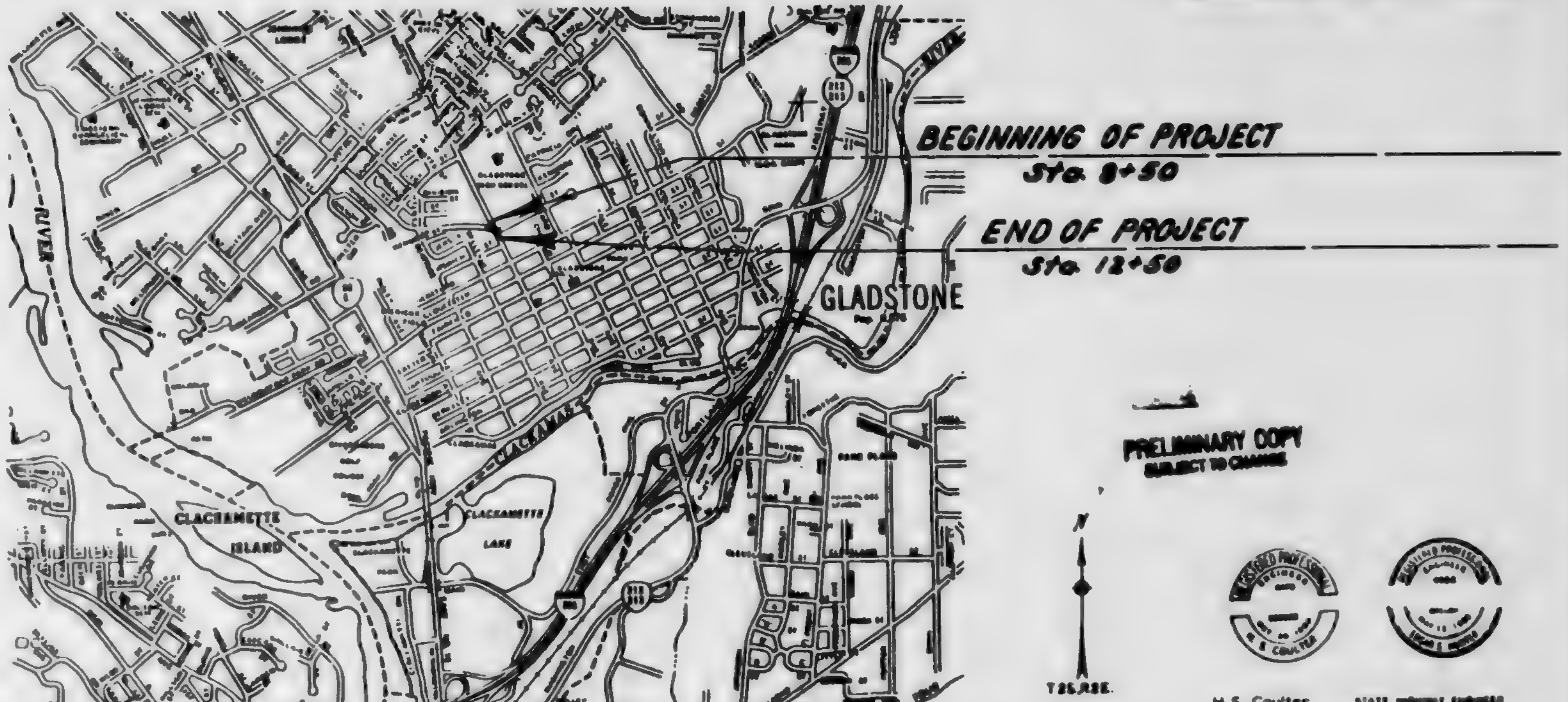
FAT-X



PORTLAND AVE. AT ABERNETHY AVE. (GLADSTONE) SEC.

FAU 9647 (PORTLAND AVE.)

CLACKAMAS COUNTY



BEGINNING OF PROJECT
Sta. 8+50
END OF PROJECT
Sta. 12+50
GLADSTONE
RIVER
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
N
T2S,R2E.

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 1000 2000 Feet

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-27-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) St., Jct. Abernethy Ln. (Gladstone)	ADT	PRESENT 4400	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon
								STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9647	SEQ. NO. (3)

CARD	CLASS OF FEDERAL FUNDS Interstate Substitution Grants	COUNTY NAME Clackamas			CODE 005	
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9647	STATE Street *	U.S.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Gladstone)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y008	(12)	"Portland Ave. @ Abernethy Ave. (Gladstone) Sec."	0.0	83,000	(I-505) 42,670 **	4,518	35,812
CARD 1	CODE 1	PREPARED BY JLG:pf					PROJECT TOTALS	0.0	83,000	42,670	4,518	35,812
1	14								(18) (23)	(24) (33)		

PROGRAM APPROVAL DATES

10-18-78
10-01-83

* Portland Ave.
** Fixed

REMARKS

Additional Data: Item No. 90117;
Project No. IX-9647(2).

Key No. 01180

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-27-84

PROJECT LOCATION (45 typewriter spaces): St., Jct. Abernethy Ln. (Gladstone)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	4400	- - - -	- -	10	Oregon	41	177	90117

OSED WORK (35 typewriter: zation

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							IX-	9647	(3)		

FUNDS: Interstate Substitution Grants

COUNTY NAME: Clackamas

CODE: 005

PROGRAM STAGE: ☐ 1 OR ☐ 2

EA: Portland

ROUTE NO. U — FEDERAL-AID: 9647 — STATE: Street * — U.S.:

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Gladstone)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS Y008	(12)	"Portland Ave. @ Abernethy Ave. (Gladstone) Sec."	0.0	83,000	(I-505) 42,670 **	4,518	35,812	
PROJECT TOTALS			0.0	83,000	42,670	4,518	35,812	

ED BY: JLG:pf

M APPROVAL DATES:
10-18-78
10-01-83

* Portland Ave.
** Fixed

REMARKS
Additional Data: Item No. 90117;
Project No. IX-9647(2).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

REMARKS CONTINUED:

PROJECT DATA: The work to realign intersection to "T" type consists of
1) grade drain, high-type pave; 2) adjust utilities as required;
3) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATIONS OF UTILITIES: A State-City agreement No. 6939 complying with Section 116, Title 23, USC, and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively was executed February 23, 1979.

NOTE:
1) Project is in Congressional District No. 3.
2) Included in FY '84 AP in 6 YR HIP on page 20 and MSD FY '84 AE/TIP on page 68 as project # 111, and in concept program on page 5 as #44.
3) Concept approved in 2/16/79 letter to FHWA from the Director of ODOT.

Highway (Gladstone) FAU 9647 Project Length 400 feet

9817

County Clackamas Completion Time 60 Cal. Days

Kind of Work Grading & Paving Est. Comp. Date June 29, 84

Prefix 303-1910 Letting Date April ~~12~~ 26, 84 Project No. 1X-9647 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Rec 3-9-84
2:00 PM

Estimated Contract Amount . . . . $ 70,730 —

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2050	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	150 —	$ 2,200.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 72,930.00
Contingencies (4-1/2%)		3,281.85
Engineering (~~8~~, ~~9~~, [✓ 10%])		7293.00
Subtotal		$ 83,504.85
Credit for ______		
Estimated Net Authorization, Construction		$ 83,504.85

APPROVED cc: Wayne Schultz

Road Design Engineer

Rec'd.
3-16-84
E

Rev. 11/81

OREGON STATE HIGHWAY DIVISION

SECTION Portland Ave. at Abernethy Ave. (Gladstone)			COUNTY Clackamas	SHEET 1	OF 2
KIND OF WORK Grading & Paving		KEY NUMBER	LENGTH 400'	DATE 2/29/84	NAME Borgstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT 2 Mar 84					
	THIS ENGINEERING ESTIMATE IS PROBABLE FOR BID LETTING 12 Apr 84					
	Mobilization		All	All		5,000
	Temporary Protection and Direction of Traffic		All	All	—	3,000-
	Temporary Signs		Sq. Ft.	130	6-	780-
	Temporary Barricades		Each	12	80-	960-
	Temporary Plastic Safety Markers		Each	25	60-	1,500-
	Flaggers		Hour	150	17-	2,550
	Roadwork					
	Removal of Structures and Obstructions		All	All	-	2500
	General Excavation		Cu. Yd.	1662	5	8310
	Trench Excavation		Cu. Yd.	41	20	820
	Furnishing and Placing Topsoil		Cu. Yd.	200	15	3,000
	Aggregate Base		Ton	50	10	500
	Cement Treated Base		Ton	760	14	10,640
	~~Class "B"~~ Class "C" Asphalt Concrete		Ton	560	30	16,800
	12-inch Storm Sewer Pipe		Lin. Ft.	94	15	1,410
	Concrete Inlets, Type G-1		Each	2	500	1,000

734-1736 (REV. 2-84)

OREGON STATE HIGHWAY DIVISION

SECTION Portland Ave. at Abernethy Ave (Gladstone)		COUNTY Clackamas		SHEET 2 OF 2
KIND OF WORK Grading + Paving	KEY NUMBER	LENGTH 400	DATE 2/27/84	NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Walks		Sq. Yd.	250	15	3750
	Concrete Curbs		Lin. Ft.	610	5	3050
	Extra for Asphalt Approaches		Each	2	200	400
	Drainage Curbs		Lin. Ft.	240	4	960
	Adjusting Manholes		Each	3	200	600
	Adjusting Inlets		Each	3	200	600
	~~Bark Mulch~~		~~Unit~~	~~6~~	~~150~~	~~900~~
	Landscaping Furnishing and Planting Shrubs		Each	250	7 50	1,875
	Bark Mulch		Unit	5	145	725
						~~69,230~~ ✓
						70,730

734-1736 (REV. 2-84)

1211

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ed Hardt
Metro Region Engineer

DATE: March 14, 1984

FROM: Wayne Cobine
Wayne F. Cobine
Project Unit Engineer

SUBJECT:
Portland Ave. at Abernethy Lane (Gladstone)
Portland Ave.
Clackamas County

This date, in my telephone conversation with Jon Rose and Wayne Shulte, we discussed some funding particulars on the subject project and the concern the City of Gladstone had about providing the local match. Now I guess they are prepared to make the match, but the right-of-way will not be cleared before advertisement. Therefore, the project will be delayed from April 12 to the April 26 letting.

This should also give us time to process a supplemental letter agreement discussing the funding as now exists. The letter form agreement should be mailed today, so the necessary signatures can be obtained.

WFC:bkb
cc: Gary A. Potter
Road Design
Specifications
✓Gary Zehner

81-123-1387

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9647(-) Prefix: ________
Project Name Portland Avenue @ Abernethy Lane
City of Gladstone

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gladstone, Oregon, this 13th day of March, 1984

CITY OF GLADSTONE

H. Wade Byers, Jr.
Mayor

Verna Howell
City Recorder

Certified By:

Kenneth K Rolfe
Regional Right-of-Way Supervisor
Date 4-2-84

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

.9811.

2-22-84

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B	Temporary Protection And Direction Of Traffic
2C	Pipe Data & Details
2D	Summary
3	Plan
3A	Profile

DONALD E. ADAMS

STATE OF ORE

DEPARTMENT OF TRAN

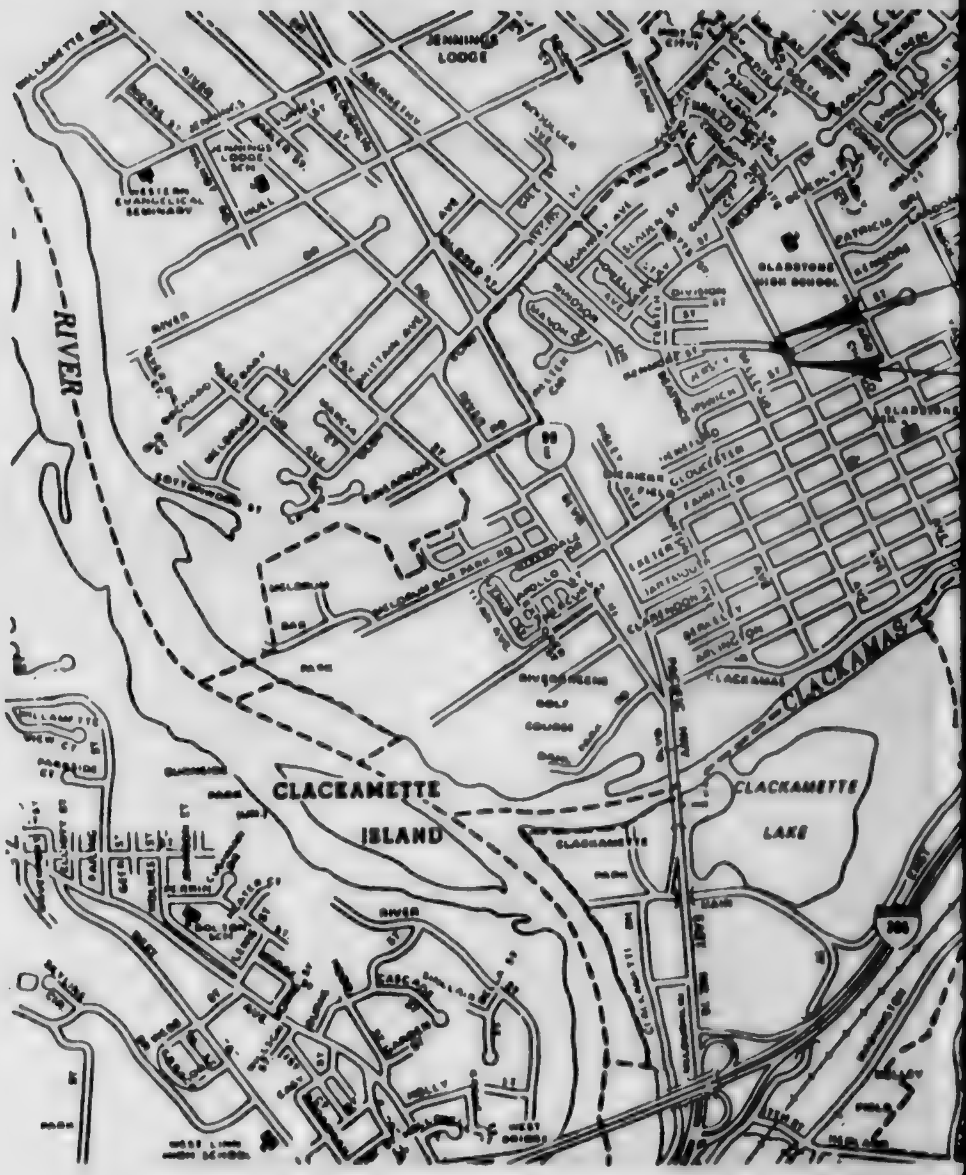
STATE HIGHWAY

PLANS FOR PROPOSED P

PORTLAND AVE. AT ABERNETHY

FAU 9647 (PORTLAN

CLACKAMAS COUN


JENNINGS LODGE
WESTERN EVANGELICAL SEMINARY
GLADSTONE HIGH SCHOOL
RIVER
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
CLACKAMAS
WEST LINN HIGH SCHOOL

Sketch Map

Scale 0 1000 2000 Feet

Length 0.07 mi.

PORTLAND AVE. AT ABERNETHY AVE. (GLADSTONE) SEC. FAU 9647 (PORTLAND AVE.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

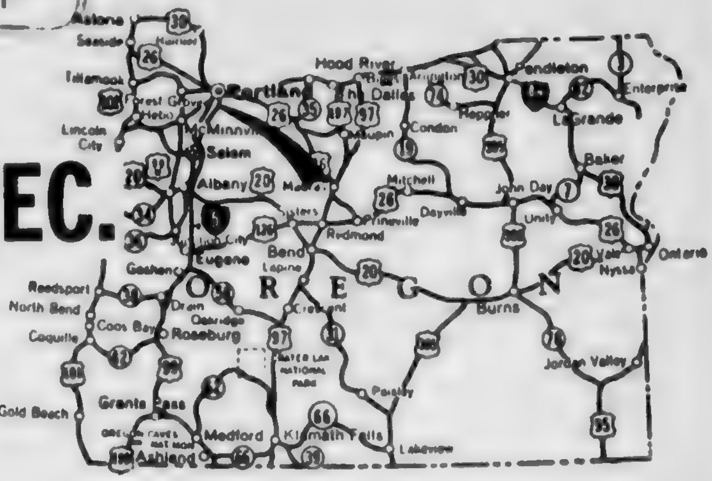
S FOR PROPOSED PROJECT

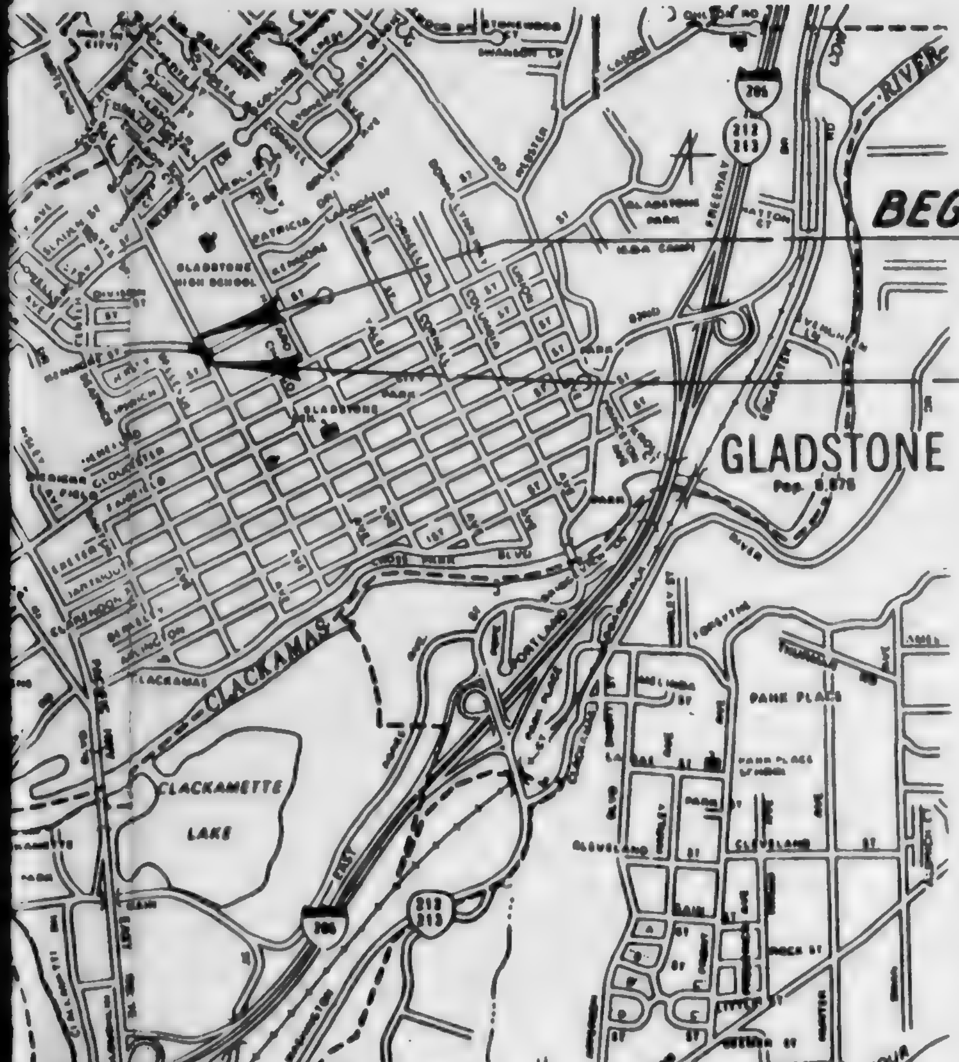
PRELIMINARY COPY
FEB 7 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ERNETHY AVE. (GLADSTONE) SEC.

647 (PORTLAND AVE.)

CLACKAMAS COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Baker
McMinnville
Salem
Lincoln City
Albany
Condon
Heppner
Mitchell
John Day
Dayville
Unity
Prineville
Redmond
Bend
Sisters
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Drain
Crescent
Burns
Ontario
Nyssa
Vale
Jordan Valley
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Paisley
O R E G O N


GLADSTONE HIGH SCHOOL
PATRICIA
GLADSTONE
CLACKAMAS
CLACKAMETTE LAKE
PARK PLACE
CLEVELAND
FREEWAY
RIVER
GLADSTONE
Pop. 9,875

BEGINNING OF PROJECT
Sta. 8+50

END OF PROJECT
Sta. 12+50

APPROVED AS NOTED
Public Works Division
For City of Gladstone
Date 2-22-84
PRELIMINARY COPY
SUBJECT TO CHANGE

N

T.2S., R.2E.

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

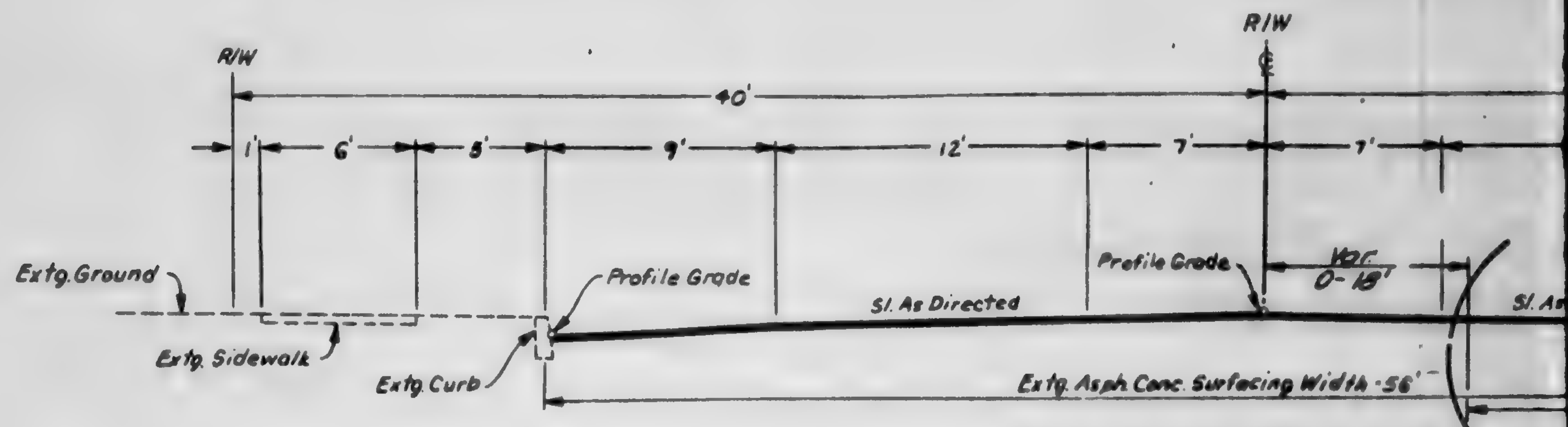
Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

Map
Feet
2000

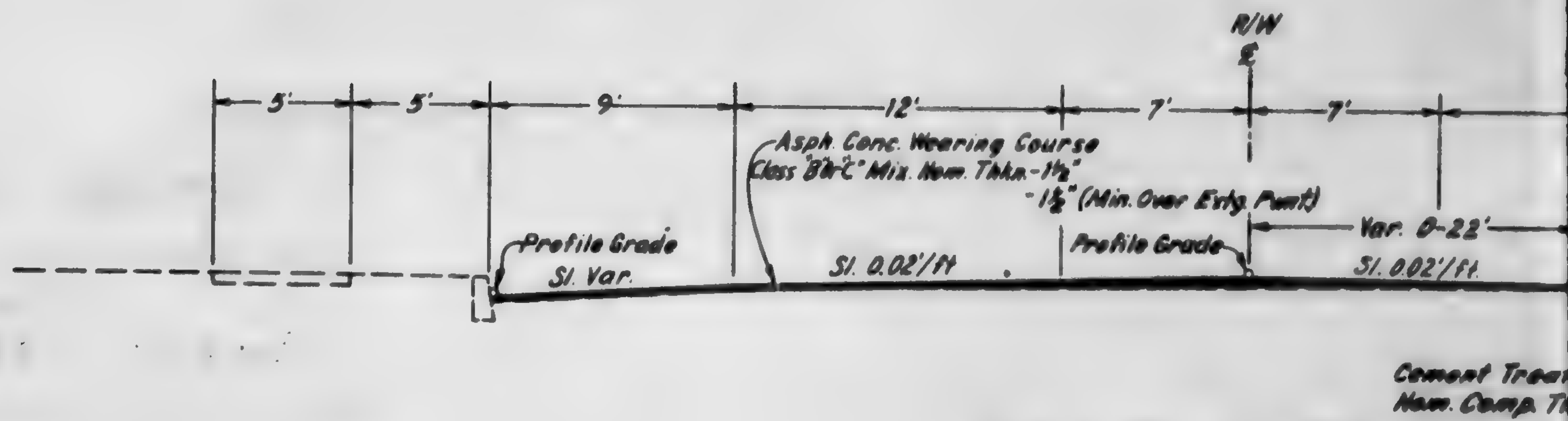
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER — DATE

No R/W Map

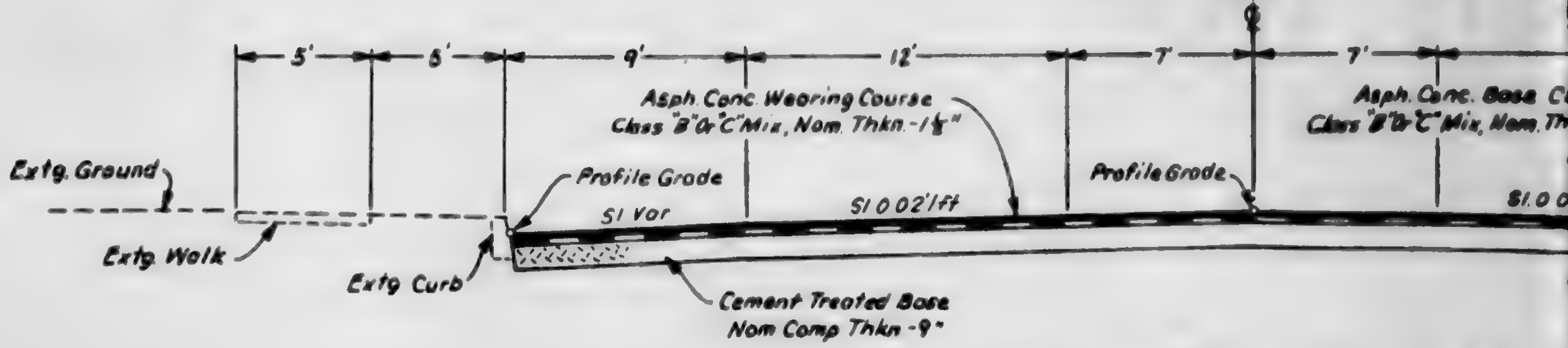
TYPICAL SECTIONS


R/W
R/W
℄
40'
1'
6'
5'
9'
12'
7'
7'
Extg. Ground
Profile Grade
Profile Grade
Var. 0-18'
Sl. As Directed
Sl. As
Extg. Sidewalk
Extg. Curb
Extg. Asph. Conc. Surfacing Width - 56'

STA. 8+50 To STA. 9+50 See
11+50 To 12+50
PORTLAND AVE.
(For Surfacing Details Not Shown, See Sec


R/W
℄
5'
5'
9'
12'
7'
7'
Asph. Conc. Wearing Course
Class "B" or "C" Mix. Nom. Thkn.-1½"
-1½" (Min. Over Extg. Pvmt)
Profile Grade
Sl. Var.
Sl. 0.02'/ft
Profile Grade
Var. 0-22'
Sl. 0.02'/ft.
Cement Treat
Nom. Comp. Th

STA. 9+50 To STA. 10+50
PORTLAND AVE.

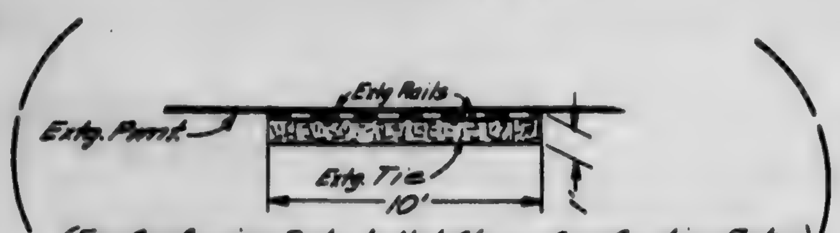

R/W
℄
5'
5'
9'
12'
7'
7'
Asph. Conc. Wearing Course
Class "B" Or "C" Mix, Nom. Thkn.-1½"
Asph. Conc. Base C
Class "B" Or "C" Mix, Nom. Th
Extg. Ground
Profile Grade
Sl Var
Sl 0.02'/ft
Profile Grade
Sl 0.0
Extg. Walk
Extg. Curb
Cement Treated Base
Nom Comp Thkn -9"

STA. 10+50 To STA. 11+50
PORTLAND AVE.

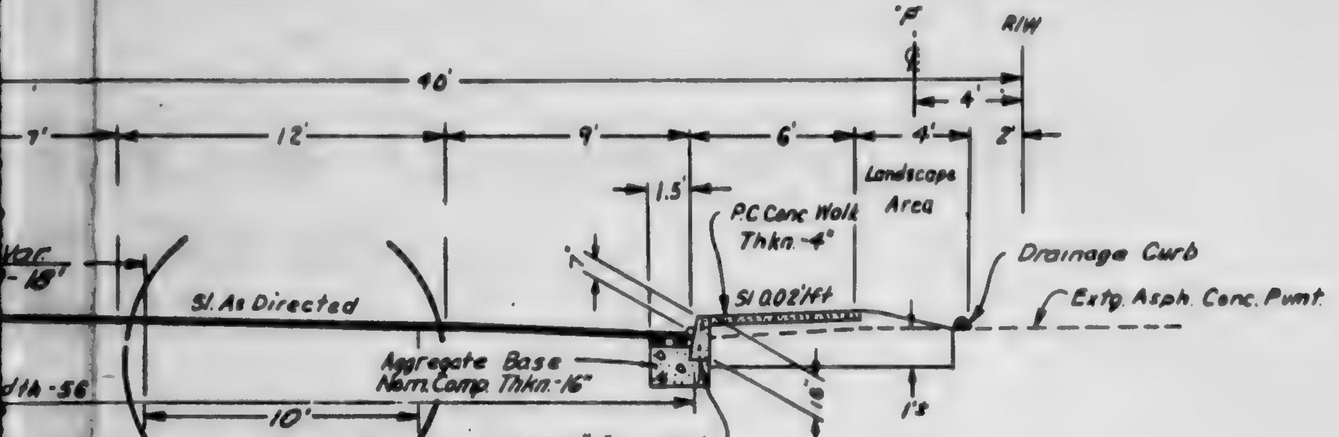
Henry, Rodriguez, Butts

ONS

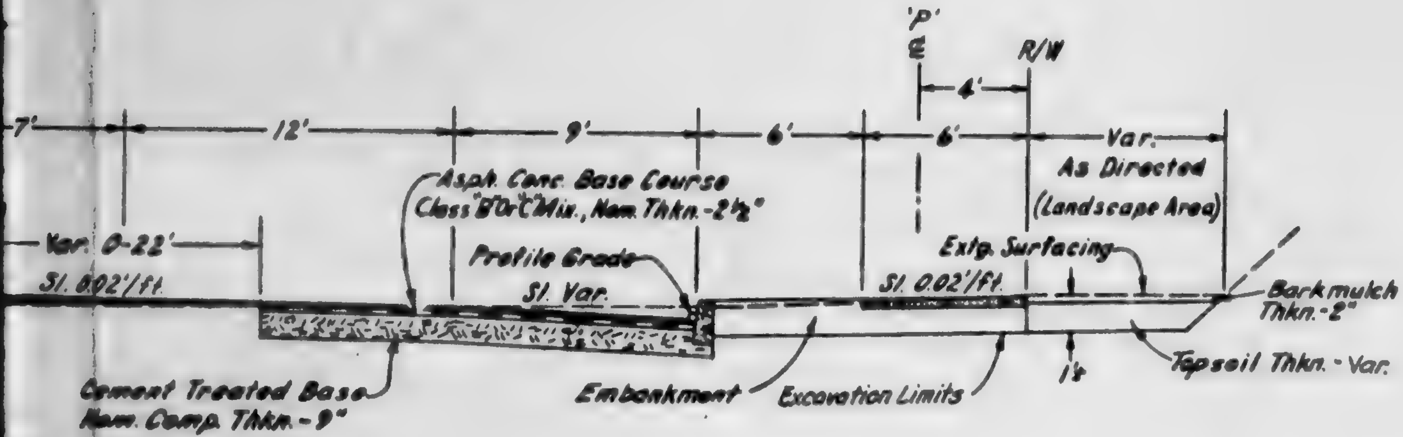
PORTLAND AVE AT ABERNETHY AVE.(GLADSTONE) SEC. FAU 9647(PORTLAND AVE) CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Extg. Rails
Extg. Pvmt.
Extg. Tie
10'
1'

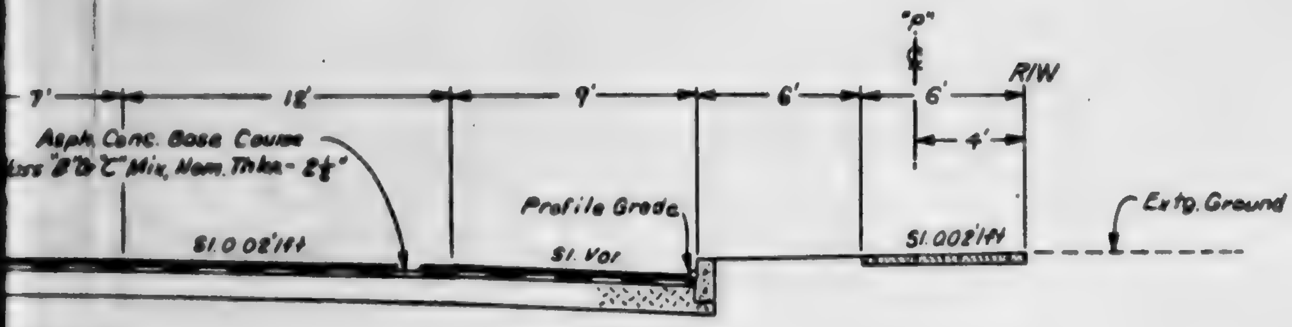
(For Surfacing Details Not Shown, See Section Below)
INSERT "A"
STA. 11+50 To STA. 12+50


'F'
℄
R/W
40'
4'
7'
12'
9'
6'
4'
2'
Landscape Area
1.5'
P.C. Conc. Walk Thkn.-4"
Drainage Curb
Var.
18"
Sl. As Directed
Sl. 0.02'/ft.
Extg. Asph. Conc. Pvmt.
Aggregate Base Nom. Comp. Thkn.-16"
1A-56
10'
1's
See Insert "A"
Type "C" Conc. Curb (Drg. No. 2077)

TA. 9+50
12+50
AVE.
lot Shown, See Section Below)


'P'
℄
R/W
4'
7'
12'
9'
6'
6'
Var.
As Directed (Landscape Area)
Asph. Conc. Base Course Class "B" or "C" Mix., Nom. Thkn.-2½"
Var. 0-22'
Sl. 0.02'/ft.
Profile Grade
Sl. Var.
Extg. Surfacing
Sl. 0.02'/ft.
Barkmulch Thkn.-2"
Cement Treated Base Nom. Comp. Thkn.-9"
Embankment
Excavation Limits
1's
Topsoil Thkn.-Var.

TA. 10+50
AVE.


"P"
℄
R/W
7'
12'
9'
6'
6'
4'
Asph. Conc. Base Course Class "B" or "C" Mix, Nom. Thkn.-2½"
Extg. Ground
Profile Grade
Sl. 0.02'/ft.
Sl. Var
Sl. 0.02'/ft.

TA. 11+50
AVE.

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Grade & Pave, Portland Ave. at Abernathy Ave.	TO: JON ROSE 303-1910
DATE: February 16, 1984	FROM: CURT DUVAL

NO COMMENTS FROM: C. Duval, B. Schalk, T. Schwab, J. Kaiser, T. Inloes, or J. McClure.

2-21-84

Gary Potter —

The subject plans have been checked by Metro staff. Bob Schalk advises that existing curb can be saved as noted in Don Adams' question. If there are questions please phone Bob Schalk - 653-3225

Kathleen Howell
(SIGNATURE)

PLEASE REPLY HERE

2-24-84
CC w/Plans to Road Design
G

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
FEB [illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Zehner
FOR ______

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9811

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Portland Ave. @ Abernethy Lane (Gladstone)
Highway: FAU 9647, Portland Avenue
County: Clackamas
Prefix: 303-1910
Project Manager: Curt Duval

Date January 11, 1984
Ten Year Traffic Coefficient 7.5
18 kip EAL's per day 59
R Value 9
Frost Penetration ----
CBE Total Requirement 24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base, Class "B" or "C"	8.0"
9.0"	Cement Treated Base	16.0"
13.0"		24.0"

EXISTING ROADWAY
(variable width)

1.5"	A.C. Wearing Surface, Class "B" or "C", plus allowance for leveling.*	

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 12 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LPU
FOR ZEHNER

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Control Engineer ✓

*The A.C. leveling required to adjust superelevation and crown to be determined by the project manager.

W

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Portland Ave.@ Abernethy Lane(Gladstone) **Date:** September 26, 1983
Highway: FAU 9647, Portland Avenue **County:** Clackamas
Length of Project: 250 ft. ± **PMS No.** ______ **Prefix:** 303-1910

ADT 2200(Avg.) **% Trucks** --- **18 Kip EALs/day** 59
Traffic Coefficient 7.5 **Design Period** Ten Year
Soil R Value 9 **CBE Required** 24.0"

Digout and Widening - New Work **Width** Variable		**Overlay/Rehab. of Existing Pavement** **Width** Variable	
Alternate No. 1	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	A.C. Wearing Surface Class "B" or "C"	1.5"*
Cement Treated Base	9.0"	*To adjust super-elevation & profile. The allowance for leveling to be determined by project manager.	
**Cost $** 10,302^{00}			
Alternate No. 2	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	Same as Alternate No. 1	
Plant Mix Bituminous Base	9.0"		
**Cost $** 12,260^{00}			
Alternate No. 3	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	Same as Alternate No. 1	
Prime Coat	---		
Aggregate Base	16.0"		
**Cost $** 12,670^{00}			

Remarks - Surfacing Design Engineer: Alternate Nos. 1 & 2 require less excavation and less new material.

RECEIVED
SEP 27 1983
ROAD DESIGN
SECTION

Recommendations: Alternate No. 3

cc: Location
Final Design Engineer ✓
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

PAVEMENT TYPE SELECTION

SECTION: Portland Ave.@ Abernethy Lane (Gladstone)
HIGHWAY: FAU 9647, Portland Ave. COUNTY: Clackamas

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Classification: See reverse side.
2. Soils Characteristics: See reverse side.
3. Climate Average Annual Rainfall is about 47 inches. Frost penetration is not significant.
4. Construction Considerations: Traffic will have to be maintained during construction.
5. Recycling: Initial Project Project is very short, making it impractical to recycle the existing pavement. However, asphaltic concrete for the project can have recycled material under the permissive specification.

   Future All alternates have good potential for future recycling.
6. Cost Comparisons: See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: Good.
2. Adjacent Existing Pavements: A.C.
3. Conservation of Materials and Energy: Alternate Nos. 1 & 2 involve less material.
4. Availability of Local Materials or Contractor Capabilities: Commercial sources are available.
5. Traffic Safety (Finished Project): Good.
6. Incorporation of Experimental Features: N/A
7. Stimulation of Competition: Not a consideration.
8. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:

Remarks: Use Alt. #3 Because of Traffic during Const. W.E.G.

Approval: Use #1 - City Request; [illegible]

Final Design Engineer

cc: Supervising Design Eng. after approval

7-11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 11, 1984

In Reply Refer To
File No.:

Bernie Straight
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

GLADSTONE-MILWAUKIE TSM
PRELIMINARY ENGINEERING

I have been requested by our Salem office to verify the preliminary engineering charges on the Portland Avenue to Abernethy Lane-Gladstone Section project. The initial survey authority authorized $2,000 for preliminary engineering. At the present time the preliminary engineering costs are estimated at $15,800 total funds.

Since this project is one of a number of individual projects in the Gladstone/Milwaukie TSM that were authorized by the Metropolitan Service District, it is requested that a breakdown by individual projects be identified by Clackamas County for the Oregon Department of Transportation (Jon Rose) to clarify if any adjustments need to be made to the Metropolitan Service Transportation Improvement Program authorizations.

I am requesting that Jon Rose follow up with you to identify the status of the overall Gladstone/Milwaukie sub-area TSM, including the particular status of preliminary engineering as related to the Portland Avenue at Abernethy Lane (Gladstone) project.

If any needed MSD actions are required, I request that these be acted upon directly by you with Andy Cotugno with carbon copies to myself.

ORIGINAL SIGNED BY
THEODORE A. SPENCE

THEODORE A. SPENCE
Plan & Program Manager

cc: Gary Potter
Jon Rose
Karen Bunk
Winston Kurth
Andy Cotugno

PROGRAM SECTION
MANAGER GP PROJECT UNIT ✓
JAN 12 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO [redacted]
FOR ________

9811

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: October 28, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Portland Avenue @ Abernethy Lane
Portland Avenue
Clackamas County
IX-9647(2)
303-1910

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification.

The original survey authorization costs were under-estimated. A considerable amount of time has been spent looking at alternative designs in coordination with the city of Gladstone. Unanticipated design problems were also encountered.

The preliminary engineering costs are $15,800.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Costs & Records Specialist w/attachment

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
OCT 31 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

Contains Recycled Materials

IX-9647(2)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	1	000	$	10	000
902	Citizens Involvement						
903	Local Government						200
904	Consultants Fees						
905	Final Design			500		1	500
906	Bridge Design						
907	Preliminary Design						
909	R/W Descriptions			100			500
910	Region Geology						200
911	Traffic Section						200
912	Landscape Department						
913	R/W - Liaison						200
914	Region Utility Liaison						200
915	Audit Services						
916	Photogrammetry						
918	Location						200
920	Program Management						200
921	Specifications			400		1	500
922	Adm Services (Engineering)						100
923	Environmental Section						
924	DOT-Planning						
925	Air Monitoring						
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						
933	Surfacing Engineer						400
934	Chief Geologist						
935	Soils Engineer						200
936	Region Traffic						200
937	Hydraulics						
938	Region Environmental						
949	Urban Studies Unit						
950	Training Courses						
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	2	000	$	15	800

SECTION: PORTLAND AVE. @ ABERNATHY LANE

HIGHWAY: PORTLAND AVE.

COUNTY: CLACKAMAS

PREFIX: 303-1910

9811

NARRATIVE REPORT

Portland Ave. at Abernethy Lane
September 1983
Prefix: 303-1910

PURPOSE OF PROJECT

The main objectives of this project are to realign the Abernethy connection with Portland Avenue, improve pedestrian access through the new intersection, and improve the grade on Portland Avenue with a minimum amount of construction. This design will provide a more controlled traffic pattern with uninterrupted traffic flow on Portland Avenue, a stop condition for westbound Abernethy at the intersection, specific pedestrian traffic corridors, and a bus pull-out area to prevent traffic interruption.

SCOPE

The improvements to the project area are to be made with minimum construction expenditure and a minimum Right-of-way acquisition.

HORIZONTAL CONTROL

The realignment of Abernethy Lane is controlled from a line established in the field survey which is 5-feet right and parallel to the northerly Right-of-way line of Abernethy Lane. A coordinate for a property corner on this line and the bearing for this line is assumed. A line 4-feet left of and parallel with the westerly Right-of-way line of Portland Avenue is also used for control. A third line 5-feet left of and parallel with the South Right-of-way line of Jersey Street was also established.

VERTICAL CONTROL

A temporary Bench Mark, which is a 1/8" diameter hole in the Northwest rim of a sewer manhole (57 feet left of "P" 11+00) is the basis for vertical control.

HORIZONTAL ALIGMENT

The Abernethy realignment, the "A1" line, is accomplished through a short (78-foot) 30.0-degree curve left which provides for a perpendicular intersection with Portland Avenue.

VERTICAL ALIGNMENT

Several combinations of multi-line profiles have been investigated for both roadways in an effort to improve the rideability and maintain acceptable superelevations. Specific grade profiles were not calculated in an effort to work from the existing grades to arrive at something acceptable while minimizing the amount of construction. This was accomplished by drafting methods and picking elevations from exaggerated vertical scale multi-line profiles.

TYPICAL SECTION

Portland Avenue's 56-foot curb-to-curb width will accommodate a 21-foot travel lane in each direction with a 14-foot common or formal left-turn lane centered on the roadway. North of Abernethy, the right side will include a new 6-foot wide sidewalk and 4-foot wide planted areas. The left side north and south of Abernethy will retain the existing 5 and 6-foot walks separated from the gutter by a 5-foot landscaped area. South of Abernethy on the right side, a 6-foot landscaped area shall separate a new 6-foot walk from the gutter.

Abernethy Lane shall transition from the existing uncurbed width (approx. 28') to a 36-foot curb section consisting of (from left to right): an A.C. extruded curb separating a variable width (0-10') planted area from the existing Thriftway A.C. parking lot; a 6-foot walk; a 10-foot bus lane, and two 13-foot travel lanes. The 36-foot width was requested by the City of Gladstone.

BASE DESIGN

A preliminary base design of 9-inches of cement treated base and 4-inches of Asphalt Concrete (Class B) was used for estimating purposes. This base design was requested by the City of Gladstone.

GEOLOGY

Preliminary core samples indicate a two-inch asphalt concrete depth on top of aggregate at the existing intersection and immediately south of Portland Avenue (approx. "P" 12+00). The samples also indicate a four and one-half inch depth of A.C. on top of aggregate immediately north of the intersection (approx. "P" 9+00). More core samples have been requested since these only show depth of A.C. on Portland Avenue and did not penetrate the base course into the subgrade.

DRAINAGE

One inlet is proposed for "P" 10+20 (10'LT.) and one is proposed for "P" 9+40 (10' LT.). The two new inlets will be connected in series with an existing manhole.

UTILITIES

Three manholes and four inlets will require adjustment. Four water valves will require adjustment and one guy pole (power) will need to be relocated.

RIGHT-OF-WAY AND EASEMENTS

A small parcel of Right-of-way (0.10 acres) in the Northwest Quadrant will be required from Thriftway, Inc., either through dedication or purchase. The City of Gladstone has not negotiated this requirement as of this date.

ADJACENT DEVELOPMENT

A new medical facility is currently under construction in the Northeast Quadrant. Access has been determined and noted on the detail map. The developer will construct curbs and walks in this Quadrant as well as the access. He has been supplied with gutter elevations to set his curb line.

KR:ap

OSHD

9/26/83

REGON STATE HIGHWAY DEPARTMEN

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 303-1910 Highway Section PORTLAND AVE. @ ABERNETHY AVE.

Highway Class City Street Date Oct. 17, 1983

Yes No N/A*

1. Are the following being submitted?
☑ ☐ ☐ a. Detail Map (Hard Copy). 1 SEPIA
☐ ☑ ☐ b. Small Scale Ownership Map.
☐ ☑ ☐ c. Abandonment Map.
☐ ☑ ☐ d. Vicinity Maps (PUC and Structures).
☐ ☑ ☐ e. RR Encroachment Maps and Cross Sections.
☐ ☑ ☐ f. Interchange Layout Sheets.
☑ ☐ ☐ g. Location Profile. Two (2) profiles → 1 @ "P" and "A1" LINE
☑ ☐ ☐ h. Located Line Cross Sections. " " → " " "
☐ ☑ ☐ i. Mass Diagram.
☑ ☐ ☐ j. Earthwork and Other Calculations to Support Estimate.
☑ ☐ ☐ k. Field Notes.
☑ ☐ ☐ l. Coordinate Sheets. → Computer print out for Abernethy "A1" LINE ALIGNMENT
☐ ☑ ☐ m. Clearing and Grubbing Chart.
☐ ☑ ☐ n. Report on Bench Mark Recoveries (Form E-369)
☐ ☑ ☐ (1) Description of Bench Mark (Form E-185).
☐ ☑ ☐ (2) Report on Condition of Bench Mark (Form E-186).
☐ ☑ ☐ o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐ ☑ ☐ p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐ ☑ ☐ q. Property Appraisal and justifications for alternate facilities.
☐ ☑ ☐ r. Preliminary Soils and Material Report.
☐ ☑ ☐ s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐ ☑ ☐ t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐ ☑ ☐ u. Estimate for Movement of Utilities.
☑ ☐ ☐ v. Quantity Summary.
☑ ☐ ☐ w. Cost Estimate.
☑ ☐ ☐ x. Narrative Report of Survey.

☐ ☐ ☑ 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐ ☑ ☐ 3. Have all required temporary easements been designated as to area, type and duration?
☑ ☐ ☐ 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐ ☑ ☐ 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐ ☐ ☑ 6. Have you investigated drift conditions (snow and sand)?
☐ ☑ ☐ 7. Are there slide conditions apparent?
☑ ☐ ☐ 8. Have you been over this project with a Soils representative?
☐ ☐ ☑ 9. Have you been over this project with a R/W representative?
10. Has a typical section of the following been platted on the location profile? drafted seperate from profil
☑ ☐ ☐ a. Roadbed Grading, with Surfacing.
☐ ☐ ☑ b. Retaining Walls.
☑ ☐ ☐ c. Slope Benching.
☐ ☐ ☑ d. Hand Placed Slopes.
☐ ☐ ☑ e. Rip Rap Work.
☐ ☐ ☑ f. Irrigation Ditches.
☐ ☐ ☑ g. Special Drainage Ditches.
☐ ☐ ☑ h. Channel Changes.
☐ ☐ ☑ i. Flumes.
☑ ☐ ☐ j. Sidewalks, Curbs and Gutters.
☐ ☐ ☑ k. Tunnel (Drainage).

☐ ☑ ☐ 11. Is relocation of a scale site necessary?
☐ ☑ ☐ 12. Does this project involve construction of a frontage road?
☐ ☑ ☐ 13. Will there be unusual difficulty in handling traffic during construction?
☑ ☐ ☐ 14. Have all important alignment points been referenced?
☑ ☐ ☐ 15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ....
Locating Engineer

Address ....

Oregon State Highway Division

Summary - Bid Schedule - Cost Estimate

Sheet 1 of 1

Date 10/18/83

ection PORTLAND AVE. @ ABERNETHY AVE. (City of Gladstone) County

ind of Work Grading & Paving Length 500' Name K. KUBRIGHT

.	Item	Code	Unit	Quantity	Unit Cost	Tota
	Mobilization		(55,900)	9%		5,000
	Temp. Prot. & Div. of Traffic		(55,900)	4.5%		2,500
	Removal of Obstructions		L.S.			1,000
	A.C. PVMT. REMOVAL		S.Y.	2318	2.00	4600
	CURB REMOVAL		L.F.	85	[illegible]	[illegible]
	GEN. EXC.		C.Y.	900	5.00	4500
	A.C. MIXTURE (1½" O.L.)		TON	277	[illegible]	9550
	A.C. MIXTURE (2½" BASE) (NEW PAVING AREAS)		TON	294	[illegible]	[illegible]
	CTB (9")		TON	950	15.00	14,000
	Type 'C' Curb		L.F.	585	5.00	2900
	A.C. Extended Curb		L.F.	225	3.00	700
	P.C.C. WALK		S.Y.	240	12.00	2900
	TYPE G-1 INLET		ea	2	450.00	900
	12" Conc. Sewer Pipe		L.F.	90	12.00	1100
	Trench Exc.		C.Y.	40	10.00	400
	Adjust Inlet		ea	4	200.00	800
	Adjust Manhole		ea	3	200.00	600
	Place Topsoil		C.Y.	90	15.00	1400
	Place Barkdust		UNIT	6	125.00	700
	Subtotal					63,400
	Engr. & Cont.		30%			19,000
	Signing & Striping		L.S.			1,000
	Construction Total					83,400

ROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Local Programs
FOR

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Portland Ave.@ Abernethy Lane(Gladstone) **Date:** September 26, 198
Highway: FAU 9647, Portland Avenue **County:** Clackamas
Length of Project: 250 ft. ± **PMS No.** ______ **Prefix:** 303-1910

ADT 2200(Avg.) **% Trucks** ---
Traffic Coefficient 7.5
Soil R Value 9
18 Kip EALs/day 59
Design Period Ten Year
CBE Required 24.0"

Digout and Widening - New Work Width Variable		**Overlay/Rehab. of Existing Pavement** Width Variable	
Alternate No. 1	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	A.C. Wearing Surface Class "B" or "C"	1.5"*
Cement Treated Base	9.0"	*To adjust super-elevation & profile. The allowance for leveling to be determined by project manager.	
Cost $			
Alternate No. 2	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	Same as Alternate No. 1	
Plant Mix Bituminous Base	9.0"		
Cost $			
Alternate No. 3	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"or"C"	4.0"	Same as Alternate No. 1	
Prime Coat	---		
Aggregate Base	16.0"		
Cost $			

Remarks - Surfacing Design Engineer: Alternate Nos. 1 & 2 require less excavation and less new material.

Recommendations: Alternate No. 3

Surfacing Design Engineer

cc: **Location**
Final Design Engineer
Region Engineer
Region Geologist
Project Manager

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Clackamas County

KEY ID#

SECTION
PORTLAND AVE. AT ABERNETHY LANE (GLADSTONE)

REGION
METRO REGION

SURVEY AUTHORITY	AUTHORIZATION NO. 2	PREFIX 303-1910	DATE 9-02-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 11,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		200	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		100	923 ENVIRONMENTAL SECTION			950 TRAINING		600
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 21,400
PREVIOUS AUTHORIZATION		$ 2,000
ADD. AUTH. REQUIRED		$ 19,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9647(2)

LOCATION ENGINEER'S REMARKS

Field Survey costs are over $4,200, already.

The original survey authorization cost were underestimated. A considerable amount of the time has been spent looking at the alternative designs in coordination with the City of Gladstone. Unanticipated design problems were also encountered.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 5 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Bring-UP

PREPARED BY	DATE 10-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/22/84
RECOMMENDED, REGION ENGINEER X	DATE 10/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-16-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/10/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-29-79	

734-1914 (7-82)

9811

OREGON STATE HIGHWAY DIVISION

TO: GARY POTTER - GARY ZEHNER

SUBJECT: Clackamas County TSM Projects.

FROM: JON ROSE

DATE: 8·23·83

The other day you asked about a number of projects in Clackamas county which were inactive and for which the P.E. prefixes had been flagged. The attached letter lists those projects and is formal notice of the local officials' wishes. Please cancel the noted five, leave one on "hold" and advise Accounting that the "Portland Ave @ Abernethy Ln" project is active once more and charges should be allowed.

Let me know if there are further questions.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
[illegible] 1983
ASSIST. ______ PROGRAM UNIT ______
TO ______

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY. DETACHING SHEETS. RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

August 19, 1983

Jon Rose
Federal Aid Specialist
Oregon State Highway Division
9002 S. E. McLoughlin Blvd
Milwaukie, OR 97222

Enclosed please find your August 1983 letter regarding the disposition of various TSM projects.

The Cities of Gladstone and Milwaukie concur with closing out those projects listed because of the lack of funding.

However, the remaining TSM projects should be moved to construction this season if at all possible.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Policy & Project Development Division

/hb
Encls.
cc's: Al Kolb, City of Gladstone
Steve Hall, City of Milwaukie

5/17

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 10, 1983

In Reply Refer To
File No.:
INT 5

WINSTON KURTH, Deputy Director
Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

By telephone I discussed the status of the listed TSM projects with Bernie Straight, since we had held them on a "stop work" basis since early 1981. Here is our understanding:

Clackamas County	Jennings Ave. from 99E to Oatfield	Cancel
Clackamas County	Lake Rd. from Hwy. 224 to Harmony Rd.	Cancel
Clackamas County	Oatfield Rd. @ Jennings Ave.	Hold
Gladstone	Oatfield Rd. @ Hull Ave. . . .	Cancel
Gladstone	Webster Rd. @ Swanson Loop . .	Cancel
Gladstone	Portland Ave. @ Abernethy Lane	Now Active
Milwaukie	Harrison, 42nd & King from 41st to 44th	Cancel

If these are the wishes of the County, the City of Gladstone, and the City of Milwaukie, please countersign copies of this letter and return two copies to me.

Jon Rose

JON ROSE
Federal Aid Specialist

JR:po

Clackamas County

City of Gladstone

City of Milwaukie

734-1650

9811

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9647(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackams

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90117

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/18/84

8. FEDERAL ROUTE NUMBER FAU 9647

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland Avenue at Abernathy Avenue (Gladstone) Section

11. GENERAL DESCRIPTION OF WORK
Grade and pave (channelization)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/11/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/16/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $83,500 Federal participation is limited to $42,670.

A signed copy of the Title Sheet is returned herewith.

Orig w/ att to 4/30

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO Potter
FOR
Info | Invg | R/D | D/R | Sign | Act | File

14. DATE 4/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

981

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9647(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-18-84

4. PROGRAM NO.

5. ITEM NO. 90117

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/18/84

8. FEDERAL ROUTE NUMBER FAU 9647

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Portland Avenue at Abernathy Lane (Gladstone) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/16/84 I approve the revised Preliminary Engineering costs to a TEC of $21,400 - Federal Funds $18,190.

(Increase TEC $19,400 - Federal Funds $16,490)

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO Potter
FOR

Info	[illegible]	R/D	D/R	[illegible]	Act	File

Orig. to
4/30

14. DATE 4/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7811

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1984

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 90117
Project No. IX-9647(3)
Portland Ave. @ Abernethy Ave. (Gladstone) Sec.
Portland Ave. (FAU 9647)
Clackamas County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 12, 1984.

Project concept is based on the February 16, 1979 letter to you from the Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:pf
Attachments

cc: Ed Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach
General Files

Form 734-3122

9211

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Clackamas County

KEY ID#

SECTION
PORTLAND AVE. AT ABERNETHY LANE (GLADSTONE)

REGION
METRO REGION

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	303-1910	9-02-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 11,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		200	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		100	923 ENVIRONMENTAL SECTION			950 TRAINING		600
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9647(2)

TOTALS	$	$ 21,400
PREVIOUS AUTHORIZATION		$ 2,000
ADD. AUTH. REQUIRED		$ 19,400

LOCATION ENGINEER'S REMARKS

Field Survey costs are over $4,200, already.

1 Versteeg ✓
Anderson
cy Ord Adams
BJ cy Lissnak
2 Edwards E
Terrin
3 Trout
cy Wakerlig

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Bring-Up

PREPARED BY	DATE 10-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-29-79	

734-1914 (7-82)

7811

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9647(2)

STAT JECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check)
☐ 1.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90117

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO -
MacGregy
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3-29-79	FAU 9647
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Portland Ave. at Abernathy Lane (Gladstone) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 22, 1979 you are now authorized to proceed with the above work at a TEC of $2,000 - Federal Funds limited to $1,700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-29-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ed Hardt
Metro Region Engineer

DATE: March 14, 1984

FROM: Wayne F. Cobine
Project Unit Engineer

SUBJECT: Portland Ave. at Abernethy Lane (Gladstone)
Portland Ave.
Clackamas County

This date, in my telephone conversation with Jon Rose and Wayne Shulte, we discussed some funding particulars on the subject project and the concern the City of Gladstone had about providing the local match. Now I guess they are prepared to make the match, but the right-of-way will not be cleared before advertisement. Therefore, the project will be delayed from April 12 to the April 26 letting.

This should also give us time to process a supplemental letter agreement discussing the funding as now exists. The letter form agreement should be mailed today, so the necessary signatures can be obtained.

WFC:bkb
cc: Gary A. Potter
✓Road Design
Specifications
Gary Zehner

1 Versteeg ✓
Anderson
7 Adams
Macnab
Edwards
Turpin
Trout
Wakefield

RECEIVED
MAR 15 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

81-125-1387

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Clackamas County

KEY ID#

SECTION PORTLAND AVE. AT ABERNETHY LANE (GLADSTONE)

REGION METRO REGION

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	303-1910	9-02-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 11,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		200	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		100	923 ENVIRONMENTAL SECTION			950 TRAINING		600
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 21,400
PREVIOUS AUTHORIZATION		$ 2,000
ADD. AUTH. REQUIRED		$ 19,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-S647(2)

LOCATION ENGINEER'S REMARKS

Field Survey costs are over $4,200, already.

The original survey authorization cost were underestimated. A considerable amount of the time has been spent looking at the alternative designs in coordination with the City of Gladstone. Unanticipated design problems were also encountered.

1 Versteeg
Andersen
4 Adams
4 Macnab
2 Edwards
Turpin
3 Treut
4 Wakerlig

RECEIVED
JUN 5 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Bring-UP

PREPARED BY	DATE 10-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/22/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-16-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/10/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-29-79	

734-1914 (7-82)

March 5, 1979

The Honorable Victor Atiyeh
Governor
207 State Capitol
Salem, Oregon

Dear Governor:

Re: Substitute Transportation Projects Using
Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate funds.

No projects were submitted to the Federal Highway Administration (FHWA) in the month of January. The following projects in the Portland Urbanized Area were submitted to FHWA in the month of February.

Project	Funds		
	Federal	State	Local
1) Portland Ave. @ Abernathy Lane (Gladstone) Section	$ 17,000	--	$ 3,000
2) Aldercrest Dr. Intersection	$ 66,000	--	$ 11,700
3) "B" Ave.-North Shore Rd. (Lake Oswego)	$661,300	--	$116,700
4) SE King Rd.-SE Harmony Rd.	$110,500	--	$ 19,500

The criteria used to select these projects is the Region's Transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the months of January or February.

Sincerely,

F. B. Klaboe
Director of Transportation

bc: H. S. Coulter
D. H. Moehring

JLG:gmc jv

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Portland Avenue at Abernathy Lane CLACK

DATE: February 26, 1979

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAR - 1 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

NOTED
H.S. COULTER

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

3-1-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
R. N. Bothman, Metro
E. L. Hardt, Region 1
M. Payne, District 2B
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7901 2 780

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

1-22-79

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

9811

February 26, 1979

City of Gladstone
City Hall
Gladstone, OR 97027

Attention: Bernice Marlow
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6931

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the realignment and channelization of Abernethy Lane to intersect Portland Avenue at a near 90 degree angle.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90117
Project No. IX-9647(2)
Portland Ave. @ Abernethy Lane
(Gladstone) Section
Portland Ave.
Clackamas County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilitizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $2,000 with obligation of Federal funds of $1,700.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on the February 16 letter to you from Mr. F. B. Klaboe, Director of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 22, 1979

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) St., Jct. Abernethy Ln. (Gladstone)	ADT	PRESENT 4400	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STAT CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX -	NUMBER 9647	SEQ. N (2)

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas				CODE 005
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9647	STATE Street*	U.S.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS Gladstone	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE TOPICS			0.0	2,000	1,700	---	300	Util.
5					ROW				(1,250)				
5					CONST (CODE)		"Portland Ave. @ Abernethy Lane (Gladstone) Section"		(16,750)				ROW-8 Access Parkin Par

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	2,000	1,700	---	300
	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	

* Portland Ave.

over

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 22, 1979

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Jct. Abernethy Ln. (Gladstone)		4400	---		10	Oregon	41	823	90117
(20) 21 65			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								PROJECT NUMBER			I. Projects Only	
Engineering								IX -	9647	(2)		
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7	13	(24) (26)	27

L FUNDS
Substitutions General Funded

COUNTY NAME: Clackamas
CODE: 005 (12) (16)

REA

ROUTE NO. U
FEDERAL-AID: 9647 (32)
STATE: Street* (36) (37)
U.S. (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS Gladstone	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES					
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE TOPICS			0.0	2,000	1,700	---	300	Util. prep. work
	ROW				(1,250)				
	CONST (CODE)		"Portland Ave. @ Abernethy Lane (Gladstone) Section"		(16,750)				ROW-80'; Access Control-None; Parking Restrictions- Partial
ARED BY JLG			PROJECT TOTALS	0.0	2,000	1,700	---	300	
					(16) (23)	(24) (33)			

AM APPROVAL DATES
10-18-78

REMARKS

* Portland Ave.

over

USCOMM DUSCOMM-DC 48905-P61

PORTLAND AVE. @ ABERNETHY LANE (GLADSTONE) SECTION
PROJECT NO. IX-9647(2)

Existing Facility: "Y" type intersection with stop sign control on Abernethy Lane.

Adjacent Sections:
Portland Ave.--57-foot bituminous surfaced section accommodating 2 travel lanes, a left turn lane and two 8-foot shoulders.
Abernethy Ln.--28-foot bituminous surfaced section accommodating 2 travel lanes.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future reconstruction of intersection to "T" type by realignment of Abernethy Lane.

Right-of-way: Additional required (insignificant).

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 16, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review approved____________________.
b) Dist. 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--None required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY '79 TIP/AE on page 134 line 316.

9211

RESOLUTION NO. 412

WHEREAS, The Department of Transportation of the State of Oregon are desirous of effecting improvements at the intersection of Portland Avenue and Abernethy Lane which will consist of realignment and channelization of Abernethy Lane to intersect Portland Avenue at a 90° angle.

WHEREAS, Said Department of Transportation has prepared a proposed agreement between the State and the City to effect said improvements.

NOW, THEREFORE BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GLADSTONE, that the Mayor and City Recorder of the City of Gladstone are hereby authorized to execute on behalf of the City of Gladstone a preliminary Engineering Agreement No. 6939 for the purpose of which will be to effect certain improvements set forth is said agreement .

This Resolution was adopted this 13th day of February, 1979

Approved by the Mayor this 13th
day of February, 1979

H. Wade Byers, Jr.
H. Wade Byers, Jr. Mayor

Attested:

Bernice Marlow
Bernice Marlow, Recorder

From Metro Jon Rose
Date 2/16/79
To JERRY WIMER
[✓ Program Mgmt.] Traffic Region 1
Comments: This agreement has been signed by City Officials, has the approval of the Metro Administrator and is returned for final action.
Jon Rose

A PDM PDE TSE SPC
ODOT - METRO
FEB 15 1979
PPS

PROJECT MANAGEMENT
CCE ☐
FAE ☐
Holmes
File: PM FA
OP

February 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe
Director of Transportation

SUBJECT: Interstate Transfer Funds Projects
Portland Urban Area

[illegible]

Under authority granted to me on February 2, 1979, by Governor Atiyeh I request your approval to use Interstate Transfer Funds for two highway projects in the Portland Urban Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Fed. Funds	Local Matching Funds
Portland Ave. @ Abernethy Ln. (Gladstone) Section	PE, R/W & Const.	$17,000	$ 3,000
Aldercrest Dr. Intersection	PE, Const.	$66,000	$11,700

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District (MSD).

cc: Metropolitan Service District

bc H. S. Coulter
E. S. Hunter
L. W. Rulien
D. H. Moehring
R. N. Bothman

DES: fn

9811
(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 22, 1979

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

D Swan

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Portland Ave. at Abernethy Lane
Highway: FAU-9647, Portland Avenue
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 22, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 Maury Payne
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
JAN 26 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND EVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Portland Ave. at Abernethy Lane

11 12] PROJECT LOCATION—CITY: FAU-9647
Portland Avenue — PROJECT LOCATION—COUNTY: Clackamas — PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Redesign Abernethy at Portland Avenue so that it intersects at close to 90° angle. [71

07 12] Proposed improvement shall include partial asphalt overlay within the intersection [71

08 12] and curb and sidewalk to serve pedestrians and help regulate traffic flow. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
17,200	- - -	1,400	1,400	- - -	20,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: February — 43] DAY [44: 22 — 45] YEAR [46: 1979

ADDI ONAL INFORMATION—ALL AP ICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9647(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 26, 1978

Section Portland Ave @ Abernethy Lane

Unit (if appl)

County Clackamas

City

Highway FAU-9647-Portland Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 250'

Region I

Construction Estimate $20,000

Program Amount $

B. Purpose of Project:

The realignment and channelization of the intersection at Abernethy and Portland Avenue. Shall provide greater pedestrian and traffic safety. Pedestrian ability to cross Abernethy will be greatly enhanced.

C. Origin & History of Project:

This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea. Portland Avenue is a city collector roadway.

D. General Description of Project:

Redesign Abernethy at Portland Avenue so that it intersects at close to 90° angle. Proposed improvement shall include partial asphalt overlay within the intersection and curb and sidewalk to serve pedestrians and help regulate traffic flow.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 14'; Shldrs. 8' ; Parking 8'

Proposed: No. Lanes 2 ; Med. 14'; Shldrs. 8' ; Parking 8'

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels _____
Yes, No

Acres .0115 ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials will be available from local commercial suppliers. Waste materials shall be dumped in local site.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High priority for use of TSM Project Funds

FHWA and/or OSHD approvals given, if any:

No build option

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A small piece of undeveloped land will be converted to roadway.

2. Estimated Impact on Traffic Patterns:
   a.) Improve traffic flow and safety characteristics
   b.) Reduce potential for possible conflicts between vehicles, pedestrians and users of mass transit.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions on this portion of roadway.

3. Estimated Impact on Land Use:

Comprehensive planning will have governing effects on land use

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

Some minor reduction of roadside growth of grasses

Consequences:

No significant effects

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None anticipated

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area surrounding the project is zoned and generally developed commercial. Topography is flat. Flora consists fo natural grass.

2. Cultural:

The area surrounding the project is zoned and generally developed commercial. Air will be little affected by the project.

Utilities:
Power: Portland General Electric
Gas: Northwest Natural Gas
Communication: Pacific Northwest Bell
Water & Sewer: City of Gladstone

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No significant effects on air pollution as this project is upgrading an existing facility.

b. Noise Standards
A noise study report will be required.

c. Water Quality Standards
No change evident

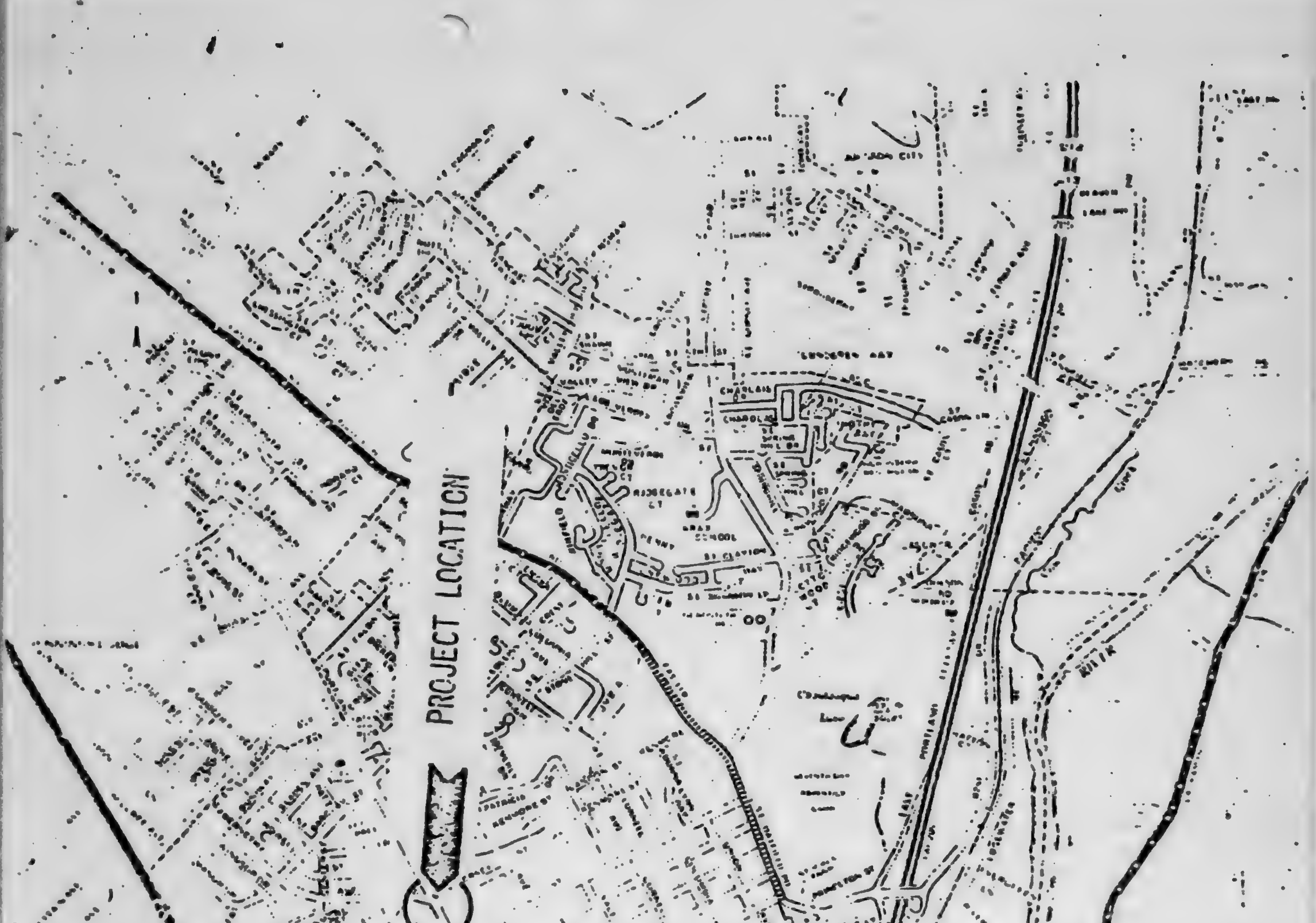
d. Area Land Use and Transportation Plans, and Zoning
In compliance with City of Gladstone Comprehensive Plans

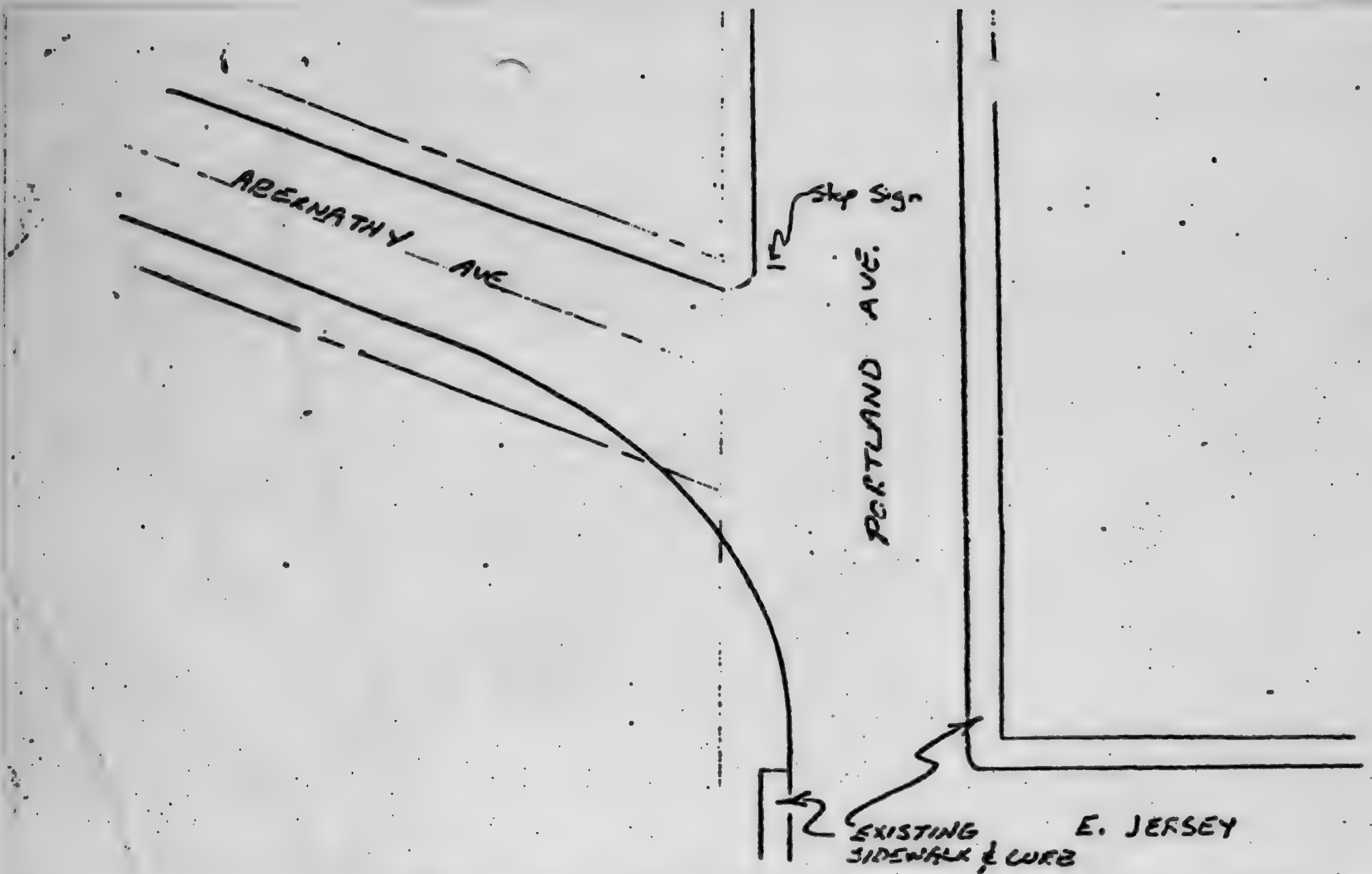
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

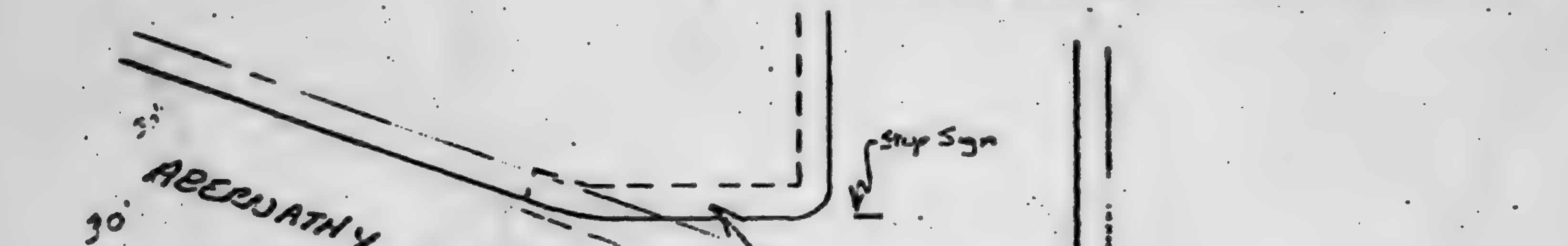
Basis for Type of Action and Documentation:
Since the project would have only temporary and minor impact on the human environment it is recommended that it be categorized as assessment only.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4


PROJECT LOCATION
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
PARK PLACE


ABERNATHY AVE
Stop Sign
PORTLAND AVE.
EXISTING SIDEWALK & CURB
E. JERSEY

PROPOSED INTERSECTION


30°
ABERNATHY AVE
30°
40
Stop Sign
PROPOSED CURB & SIDEWALK
80
PORTLAND AVE.
EXISTING
E. JERSEY

7811

January 4, 1979

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the January 16 meeting will be two requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone is requesting a $20,000 project to realign and channelize Abernethy Lane at Portland Avenue.

Clackamas County's request is for a $108,200 project to widen and improve Webster Road at four locations.

Interstate Transfer funds for these projects are estimated at $108,970, with Local Government providing all of the required $19,230 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Att.

bc:
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell

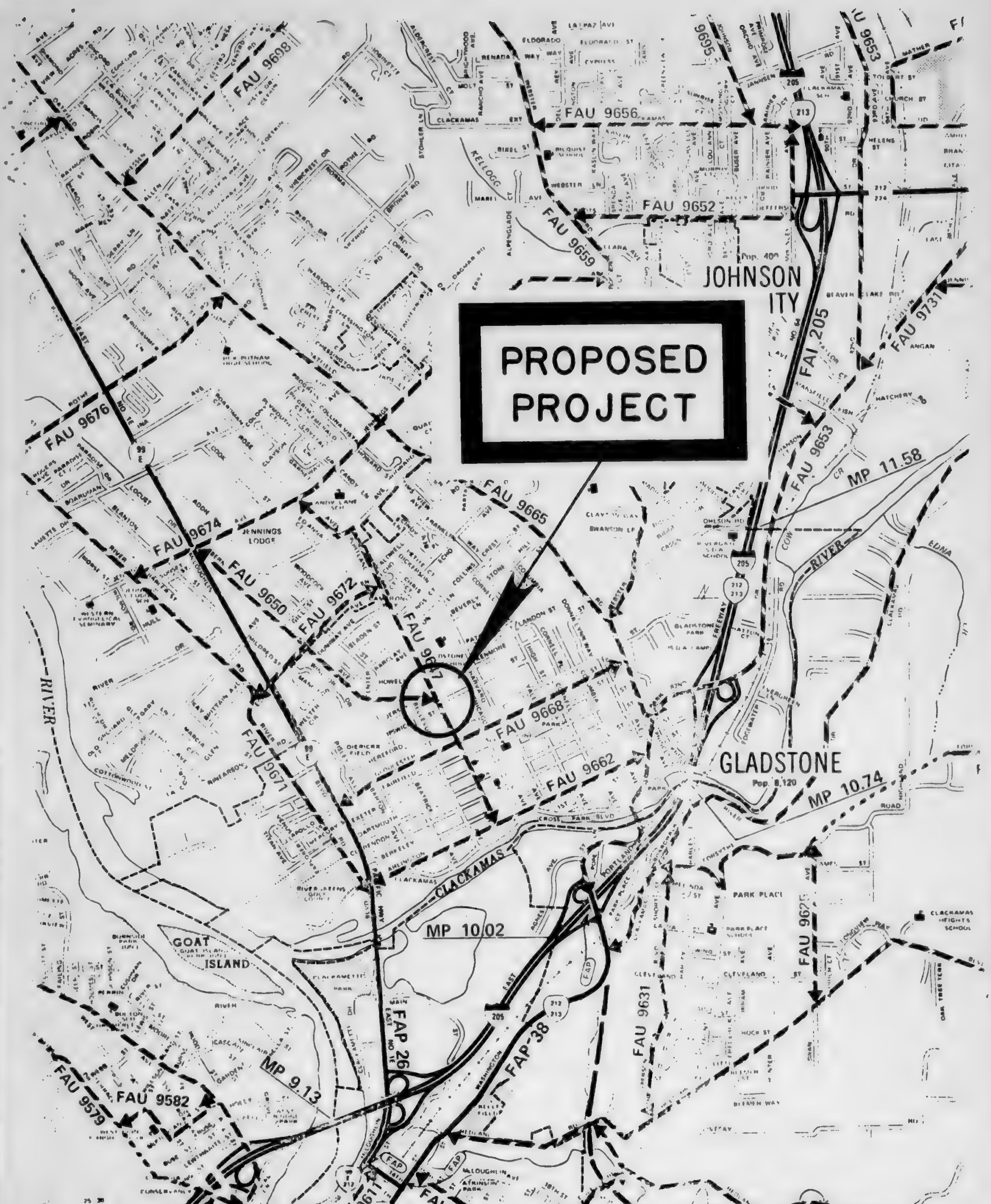
CITY OF GLADSTONE
Proposed Interstate Transfer Project

Abernethy Lane (FAU 9650)
  @ Portland Avenue
Grade, Pave, Sign and Stripe
0.05 mile
$20,000

This project consists of realigning and channelizing Abernethy Lane so that it intersects Portland Avenue at close to a 90° angle.

Approximately 500 square feet of additional right-of-way will be required and the acquisition will be included in the total participating costs of the project.

State will perform preliminary and construction engineering.


PROPOSED
PROJECT
FAU 9698
FAU 9656
FAU 9652
FAU 9659
FAU 9653
FAU 9696
FAU 9731
JOHNSON
ITY
FAI 205
MP 11.58
FAU 9676
FAU 9665
FAU 9674
JENNINGS LODGE
FAU 9650
FAU 9672
FAU 9667
FAU 9668
FAU 9662
FAU 9671
GLADSTONE
Pop. 8,120
MP 10.74
CLACKAMAS
RIVER
MP 10.02
GOAT ISLAND
FAP 26
FAP 38
FAU 9631
FAU 9625
MP 9.13
FAU 9582
FAU 9579
FAU 9611
FAU 9642
205
213
212
99E

1121

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING Attn: Buz Swan **DATE:** December 14, 1978
Project Management

FROM: MAX J. KLOTZ
Techncial Services Engineer

SUBJECT: Abernethy Lane Intersection
Portland Avenue
City of Gladstone
Clackamas County
Planning File 78-96

Here is our programing packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, federal aid project request, and an environmental assessment.

to Terpin
12-19-78

This is an e(4) project. This is included in the Gladstone-Milwaukie Subarea TSM project listed in the CRAG TIP on page 134.

Please program $2,000 for preliminary engineering at this time.

lh

attachment

cc: F. E. Terpin
Technical Services (8)

cc of Packet
TO SWAN
12-19-78
Z

Form E-39 (Rev. 9-71) 7211

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-96

AUTHORITY FOR SURVEY

Section ABERNETHY LANE INTERSECTION

Highway Portland Avenue, FAU 9647

County Clackamas

Date December 12, 1978

Authorization No. 1

Survey Prefix

(Assigned by Salem office)

Description of termini, route, length, etc.: Site location at the intersection of Portland Avenue and Abernethy Lane.

Proposed: Redesign Abernethy Lane to improve the intersection angle with Portland Avenue. Construct curb and sidewalk to better define pedestrian crossings.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate of cost, and complete PS&E.

Category 3NM
Fund e(4)

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	100
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	400
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*23604-734

Project ABERNETHY LANE INTERSECTION, PORTLAND AVENUE

Agency CITY OF GLADSTONE **Date** 12/13/78

Type of Project Intersection realignment and channelization

The agreement on this project should provide for the following responsibilities where applicable:

	State	**Applicant**	**Consultant**
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design N/A	( )	( )	( )
Signal Design N/A	( )	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	(X)	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(X)	( )
Action Plan Requirements		(X)	

	State	**Applicant**	**Contractor**
Maintenance During Construction	( )	( )	(XX)
Maintenance After Completion - Roadway	( )	(XX)	
Maintenance After Completion - Signals	( )	(XX)	
Power Consumption - Signals	( )	(XX)	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section ABERNETHY LANE INTERSECTION, PORTLAND AVENUE **Date** 12/13/78

Highway Portland Avenue (FAU 9647) **County** Clackamas

Existing Facility

Access control? None parking restrictions? Partial
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 1-median lane 2-travel lanes paved shoulders? 2-8' paved shoulders
pavement width 57' total width (no curbs).

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections (Portland Ave.)

North end: 2 travel lanes plus left turn lane in median.
South end: 2 travel lanes plus left turn lane in median.

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RT 1. GENERAL INFORMATION

A. Project Identification:

Date December 7, 1978

Section Portland Ave./Abernethy Intersection

Unit (if appl)

County Clackamas

City Gladstone

Highway Portland Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 250'

Region I

Construction Estimate $20,000

Program Amount

B. Purpose of Project:

The realignment and channelization of the intersection at Abernethy and Portland Avenue. Shall provide greater pedestrian and traffic safety. Pedestrian ability to cross Abernethy will be greatly enhanced.

C. Origin & History of Project:

This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea. Portland Avenue is a city collector roadway.

D. General Description of Project:

Redesign Abernethy at Portland Avenue so that it intersects at close to 90° angle. Proposed improvement shall include partial asphalt overlay within the intersection and curb and sidewalk to serve pedestrians and help regulate traffic flow.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2 ; Med. 14' ; Shldrs. 8' ; Parking 8'

Proposed: No. Lanes 2 ; Med. 14' ; Shldrs. 8' ; Parking 8'

raffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ________
Yes, No

Acres .0115 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials will be available from local commercial suppliers. Waste materials shall be dumped in local site.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High priority for use of TSM Project Funds

FHWA and/or OSHD approvals given, if any:

No build option

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area surrounding the area is zoned and generally developed commercial. Topography is flat. Flora consists of natural grass.

2. Cultural:

The area surrounding the area is zoned and generally developed commercial. Air will be little affected by the project.

Utilities:
Power: Portland General Electric
Gas: Northwest Natural Gas
Communication: Pacific Northwest Bell
Water & Sewer: City of Gladstone

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A small piece of undeveloped land will be converted to roadway.

2. Estimated Impact on Traffic Patterns:
   a.) Improve traffic flow and safety characteristics
   b.) Reduce potential for possible conflicts between vehicles, pedestrians and users of mass transit.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions on this portion of roadway.

3. Estimated Impact on Land Use:

Comprehensive planning will have governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

Some minor reduction of roadside growth of grasses

Consequences:

No significant effects

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None anticipated

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No significant effects on air pollution as this project is upgrading an existing facility.

b. Noise Standards
A noise study report will be required.

c. Water Quality Standards
No change evident

d. Area Land Use and Transportation Plans, and Zoning
In compliance with City of Gladstone Comprehensive Plans

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only temporary and minor impact on the human environment it is recommended that it be categorized as assessment only.

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9647 Route Name Portland Avenue

Project Name Portland Avenue/Abernethy Lane (FAU 9650) Channelization and Intersection Realignment

Project Length 250' 0.05 Miles Project Location (Attach sketch map)

Project Description Redesign Abernethy Lane so that it intersects Portland Avenue at a closer to 90° angle. The realignment and channelization shall provide greater traffic safety. Limited asphalt overlay within the intersection is proposed. Curb and sidewalk also proposed, will tie into existing on Portland Avenue, will reduce distance for pedestrian crossing Abernethy.

Average Daily Traffic 4400 (1974) Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 57' Travel Lanes 2 Shoulders 8'

Medians 14' left turn land Parking ____

Sidewalks ____

Remarks One turn land exists from northbound Portland Avenue traffic turning onto Abernethy. Abernethy width 28'.

2. Desired Roadway Cross Section: (Attach sketch)

Width 57' Travel Lanes same Shoulders same

Medians 14' left turn land Parking restricted

Curbed none Length Curb Radii ____

Sidewalk/Bikeway 5' wide widewalk within intersection

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 Minimum 80 Maximum 80

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks The acquisition of additional area, approximately 15' x 30', 500 sq. ft. shall be required at a cost of approximately $2.50 per sq. ft. or $1250.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No signalization exists, stop sign regulates southbound Portland Avenue traffic.

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? include in project

4. Permanent Striping:

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Two 175 watt mercury vapor street lights exist near the intersection

2. Proposed Illumination:

Location No additional illumination necessary

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Leonard A. Strobel, City Administrator Office
2.	Environmental	Leonard A. Strobel, City Administrator Office
3.	Public Hearing	Bernice L. Marlow, City Recorder Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant ______ State X ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X ______

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,750
Right-of-way costs (if participating)	1,250
Traffic control	2,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Contingencies 10%	2,000
Preliminary engineering 10%	2,000
PROJECT TOTAL	$ 20,000

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gladstone and/or ______ COUNTY

By Leonard A. Strobel

By ______

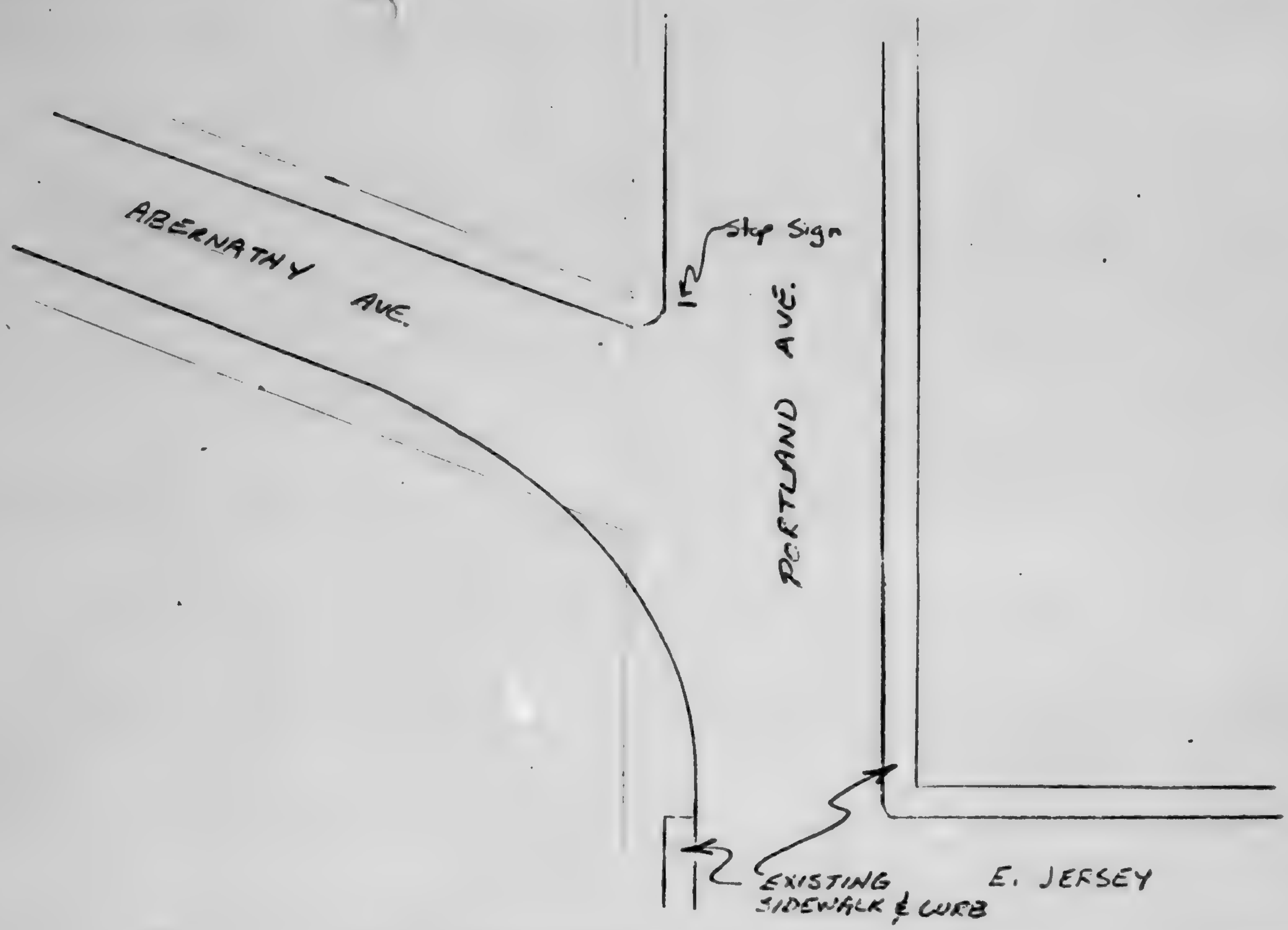
By ______

By ______

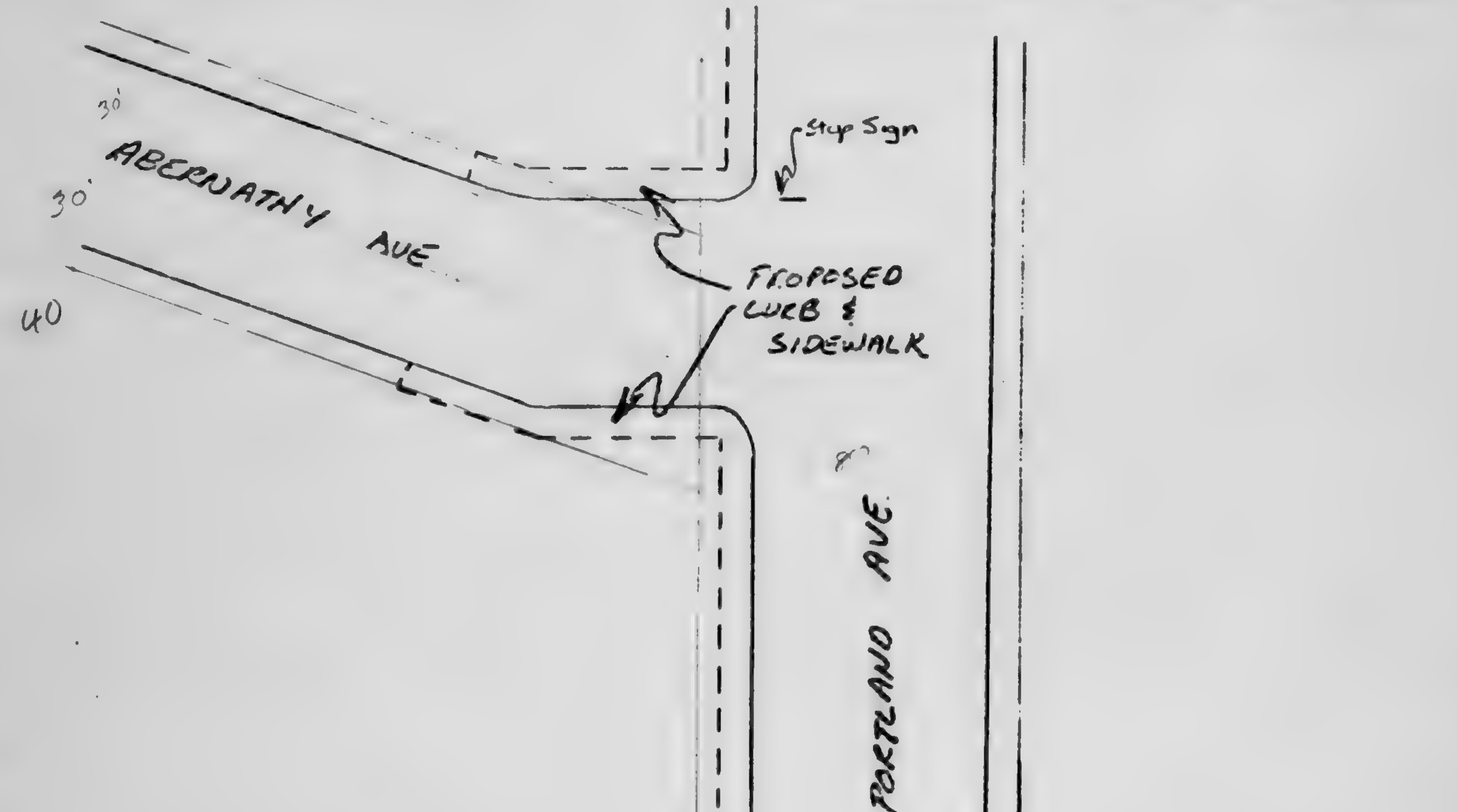
By ______

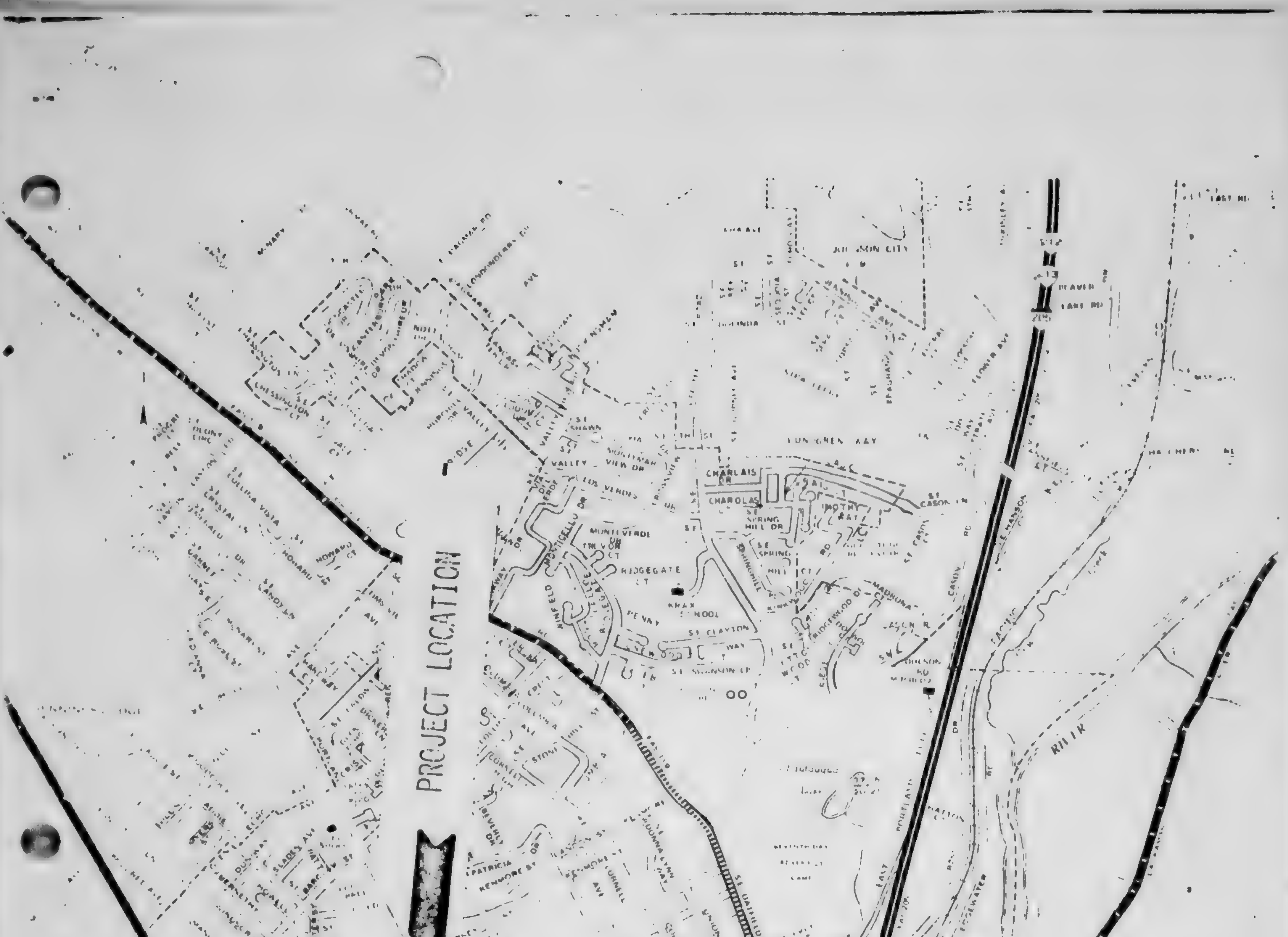
(1976)

EXISTING INTERSECTION


ABERNATHY AVE.
Stop Sign
PORTLAND AVE.
EXISTING SIDEWALK & CURB
E. JERSEY

PROPOSED INTERSECTION


30'
30'
ABERNATHY AVE
40
Stop Sign
PROPOSED CURB & SIDEWALK
80'
PORTLAND AVE.
EXISTING CURB & SIDEWALK
E. JERSEY


PROJECT LOCATION
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
INTERSTATE SYSTEM
STREET OPEN FOR TRAVEL
DIVIDED HIGHWAY
RIDGEGATE CT
MONTEVERDE
CHARLAIS CR
CHAROLAS
SPRING HILL DR
PRINCETON ST
KENMORE ST
PATRICIA
COLUMBIA
KNAX SCHOOL
LUNDGREN WAY
JOHNSON CITY
PARK PLACE
PARK
T 2 S R 2 E W M
MP 11.20
MP 12
RIVER
205
212
213
N
MAY 78

Form 734-3106

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Estimate Check for Portland Ave. @ Abernethy Lane

Made by Mershon 11-1 1978 Checked by 19 Backchecked by 19

Roadway Work:

Sidewalk : (140' + 85 + 62' + 50') × $8.25 / lin. ft.

= (337)(8.25) = $2,780.

Curb : (337')($5.00 / lin. ft.) = $1,685

Safety Overlay : [(240' × 57') + (50')(52') + (40')(48')] × $0.40/ft²

= (13,680 + 2,600 + 1920)(0.40)

= (18,200)(0.40) = = $7,280

Base for New Pavement : ½(20')(50') × $0.50 / ft²

= (500)(0.50) = $250

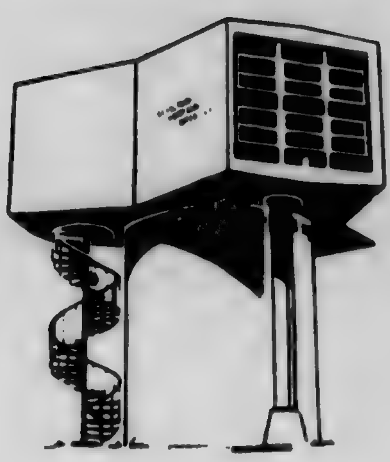
Total = $11,995

9811

City of Gladstone

GLADSTONE, OREGON 97027

656-5223



October 30, 1978

Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, Oregon 97213

TECHNICAL
SERVICES UNIT
OCT 31 1978

ATTN: M. Izatt, Metro Technical Services

RE: TSM Application - Portland Avenue & Abernethy Lane Intersection Improvement

In response to your letter of September 26, 1978, please find enclosed the revised TSM Portland Avenue and Abernethy Lane Intersection Improvement Application. As indicated in the application, the additional right-of-way needed is approximately 500 square feet at $2.50 per square foot, or $1250.

If I can be of further assistance or if I can answer any questions, please contact me.

Sincerely yours,

Ronald J. Partch

Ronald J. Partch
Administrative Assistant

RJP/vh
Encl.

1984 Days Creek-Truck Scales 9812
Sec., Tiller-Trail Highway
(paving)

June 14, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah Street
Portland, OR 97232

CON 5
#9812

Gentlemen or Ladies:

On June 12, 1985, we wrote to you concerning release of final payment on Contract No. 9812 awarded to Roseburg Paving Co. for paving on the Days Creek-Truck Scales Section of Tiller-Trail Highway in Douglas County.

Final payment on this contract is $10,047.35. The total contract amount is $193,542.70 including $1,049.17 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Roseburg Paving Co.
PO Box 1427
Roseburg, OR 97470

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9812

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1985

FROM: C.O. Fredrickson
for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9812, On Site Work Substantially Completed July 16, 1984

All Work Completed October 1, 1984

Project Days Creek-Truck Scales

Highway Tiller-Trail

County Douglas

Type of Work Paving

Contractor Roseburg Paving

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

June 12, 1985 - Letter written to surety.

noted

RECEIVED
JUN 07 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9812

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DAYS CREEK-TRUCK SCALES

WEEK ENDING: October 6, 1984

SECTION PREFIX: 10-1557

HIGHWAY: Tiller - Trail

COUNTY: DOUGLAS

NAME OF JOB: Days Creek - Truck Scales

KIND OF WORK: Paving

CONTRACTOR: Roseburg Paving Inc.

CONTRACT NUMBER: 9812

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: May 15,1984

DATE WORK STARTED: July 2, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 30

CALENDAR DAYS USED: 22

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 73

PROJECT AUTHORIZATION: $ 232,402.60

EXCLUSIVE OF ENGINEERING: $ 213,974.20

ENGINEERING AUTHORIZATION: $ 18,428.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 205,910.00

ENGINEERING COST TO DATE: $ 13,357.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT: OVERRUN / UNDERRUN: underrun 4 %

PERCENT OF AUTHORIZATION: 72 %

DATE PROJECT WAS COMPLETED: 7-16-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5110 ton
TOTAL QUANTITIES CORRECTED TO DATE					5045
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5045
AVERAGE DAILY QUANTITIES					1200
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		0		
MONDAY 01		0		
TUESDAY 02		0		
WEDNESDAY 03		0		
THURSDAY 04		0		
FRIDAY 05		0		
SATURDAY 06		0		

CE F CAE RECEIVED LS TC
COE OM SA CC
CA OCT 09 1984 FE
CAM MA
CP CONSTRUCTION OCS
LEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity.
01 MONDAY	NO ACTIVITY
TUESDAY 02	NO ACTIVITY
WEDNESDAY 03	NO ACTIVITY
THURSDAY 04	NO ACTIVITY
FRIDAY 05	NO ACTIVITY
06 SATURDAY	NO ACTIVITY

REMARKS

Received copies of subcontractors payrolls for flaggers.

Third notification was submitted 10-01-84.

This will be last weekly report submitted for this project.

SIGNED Wallace Willett LOCATION Roseburg
for Ronald V. Busey, Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9812

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

DOUGLAS Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Days Creek-Truck Scales

REGION
3

HWY #230

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
10-1557

DATE
12-15-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3500	$ 3,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 7000	$ 8,800
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of title sheet, typical section and specifications for contract construction of the subject overlay.

1 Velsteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE 12-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X Wilson	DATE 12-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

OC

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02270

SECTION Days Creek-Truck Scales				REGION 3
STATE HIGHWAY # 230	HIGHWAY NAME Tiller-Trail		MILE POST FROM 10.8 TO 12.8	LENGTH 2 miles
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD.STREET NAME	
ROUTE # 227	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 7	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 126		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10% ENGINEERING & CONTINGENCIES	$ 13		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 139	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 146				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1400	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

This section rated 4 on the 1982 Pavement Condition Rating

PROPOSED SOLUTION

2" A.C. overlay

REQUESTED/REGION ENGINEER X Wilson	DATE 12-15-83			
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED. ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Days Creek-Truck Scales

REGION 3 12-15-83

PROJECT JUSTIFICATION

This section rated 4 on 1982 Pavement Condition Rating and is in need of overlay. It carries heavy log truck traffic. Maintenance forces will do any needed deep base patching prior to overlay.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Days Creek-Truck Scales

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS			
AIRPORT CLEARANCE	N	WETLANDS	N
CONDITIONAL USE	N	SENSITIVE LAND	N
FLOOD PLAIN	N	CULTURAL RESOURCE	N
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	N	SECTION 106	N
GEOLOGY AND MINERALS	N	NOISE STUDY	N
BUILDING	N	SECTION 4(F)	N
SIGNALS	N	OLD (#)	NEW (#)
UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	0	12							
							12	0	12							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Comm. Mix AC		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Days Creek-Truck Scales

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No new right of way required.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY
X 12-15-83

TELEPHONE NUMBER

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

1984 White River Rock 9813
Production, Mt. Hood Highway

March 27, 1985

Kingrey, Price & Duyck Insurance
PO Box 784
Springfield, OR 97477

COM 5
#9813

Attention: I. L. Kingrey

Gentlemen or Ladies:

On February 22, 1985, we wrote to you concerning release of final payment on Contract No. 9813 awarded to Portable Rock Production Co., Inc. for the White River Rock Production Project on the Mt. Hood Highway in Hood River and Clackamas Counties.

Final payment on this contract is $12,335.41 and the total contract amount is $461,866.03. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

Transamerica Insurance Co.
700 NE Multnomah, Suite 800
Portland, OR 97232

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9813

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: February 14, 1985

#1

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9813,	On Site Work Substantially Completed	October 17, 1984
All Work Completed	November 9, 1984		
Project	White River Rock Production		
Highway	Mt. Hood		
County	Hood River and Clackamas		
Type of Work	Rock Production		
Contractor	Portable Rock Production Co., Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-22-85 - Surety letter sent - slp

noted
RGormsen

RECEIVED
FEB 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 8, 198~~4~~5

Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, Oregon 97405

CON

Time Extension Request
White River Rock Production
Contract No. 9813

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional five calendar days of contract time due to snowfall during September and October, 1984.

This rock production project is located near the summit of the Cascade Mountain Range where snowfall during September and October is "reasonably predictable". It appears that you elected to delay the start of this project until August 1983, some two and one-half months after contract award, and that this resulted in extending the work into the marginal weather of September and October. Your request is therefore denied.

There remain five calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Gary Kennen.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood
Gary Kennen

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: November 13, 1984

FROM: Marion Craft
Marion Craft
Metro Region Construction Engineer

SUBJECT: White River Rock Production
Contract #9813

Attached is a contractor's second request for time extension on this job with Gary Kennen's letter with several items of pertinent information and his analysis and recommendation.

The contractor bases his request on snow conditions on September 12, 13, 14, 29, and 30, and October 12-17, 1984. He is asking for a five (5) day extension due to these working conditions.

Gary Kennen brings out the fact that the contract was awarded on May 17, 1984, and work did not begin until August 6, 1984.

The Assistant Project Manager's diary's ~~due~~ do show that there was snow on these days and that the snow did hamper, and in some cases, shut down these operations.

The contractor has not included or mentioned any weather data in his analysis or in his presentation, and based on this lack of information, plus the two and a half month time period between the award and the start of work, my recommendation is that we deny this request. I have talked to Gary Kennen and he does not have any problem with this recommendation.

1-3-85

W. E. Schwartz -

I concur with Region and recommend that this request be denied.

D. A. Jackmond

MC:se

Attachments

cc: Gary Kennen

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ NOV 15 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

88-1307

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: White River Rock Production Project

WEEK ENDING: November 10, 1984

SECTION PREFIX: 014-8308

HIGHWAY: Mt. Hood

COUNTY: Hood River & Clackamas

NAME OF JOB: White River Rock Production Project

KIND OF WORK: Rock Production

CONTRACTOR: Portable Rock Production Company, Inc.

CONTRACT NUMBER: 9813

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15, 1984

DATE WORK STARTED: August 6, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1984

PERCENT OF TIME ELAPSED: 112

PROJECT AUTHORIZATION: $ 452,751.50

EXCLUSIVE OF ENGINEERING: $ 416,850.50

ENGINEERING AUTHORIZATION: $ 35,901.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 446,819.92

ENGINEERING COST TO DATE: $ 10,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT. OVERRUN 7.7%

PERCENT OF AUTHORIZATION: 28 %

DATE PROJECT WAS COMPLETED: October 17, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			160,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			162,367 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			162,367 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	P. Cloudy			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

RECEIVED
NOV 14 1984
CONSTRUCTION SECTION

CE E CAE ___ LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ FE ___
CAH ___ MA ___
CP ___ QCS ___
LEO ___ FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Completed crushing material at White River Quarry. Project work complete.

ANTICIPATED: Project work complete. Office crew working on semi-final.

NOTE: Third Notification to be issued by 11-12-84. Semi-final will be submitted by 11-14-84.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9813

October 10, 1984

Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, Oregon 97405

CON

Time Extension Request
White River Rock Production
Contract No. 9813

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 31 calendar days of contract time due to the increase in hauling of aggregates under Price Agreement No. 1.

A careful evaluation of the project indicates that the additional hauling required under Price Agreement No. 1 should require 12 calendar days to perform. A contract time adjustment of an additional 12 calendar days is therefore granted.

The adjusted contract time for completion of this contract is October 12, 1984. Should you wish to further review this matter, or to submit additional data, please contact Project Manager Gary Kennen.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
Bruce Walton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
3700 S.E. 92nd Avenue
Portland, Oregon 97266

FILE: C

24 September 1984

FROM: Gary Kennen
Gary Kennen, Project Manager

TO: Marion Craft
Region Construction Engineer

SUBJECT: White River Rock Production
Contract Number 9813
Prefix Number 14-8308
Contractor's Request for Time Extension

Enclosed you will find the contractor's request for time extension on the above project. Below is some pertinate data:

Bids for the project were opened May 10, 1984.
The contract was mailed to the contractor for execution on May 15, 1984.
Contract was awarded on May 17, 1984.
Work began August 6, 1984.
Specified completion date was September 30, 1984.
Liquidated Damages per day @ $150.

The contractor is basing his request on extra haul required by Price Agreement No. 1. This price agreement was written to correct the special provisions which mistakenly called for a 38,000 Cu. Yd. stockpile to be placed near the crusher. Actually this stockpile is to be built four miles down the road (Site "C"), while a 10,000 Cu. Yd. stockpile is to be constructed at the crusher site. This change created an additional 110,000 C.Y./mile haul.

The contractor is presently using 4-5 trucks, two shifts per day to haul to stockpile site "A". Site "A" is to receive 112,000 Cu. Yds. and is just being completed. The haul is comparable to site "C". It took approximately 50 calendar days to complete, or 2,240 C.Y./day. Using this formula, I would recommend granting twelve additional days.

10-8-84
W. E. Schwartz –
I concur with Region and Project Mgr. and recommend a 12 C.D. time extension due to added hauling done under P.A. 1.

CE____ CAE____ **RECEIVED** LS____ TC____
COE____ OM____ SA____ CC____
CA____ SEP 28 1984 FE____
CAM____ MA____
CP____ **CONSTRUCTION** OCS____
LEO____ **SECTION** FILE____

GK/fs
cc: File

cc: ✓Bryant Jackmond - with original attachments

The contractor was not aware of the error in the stockpile designation until the preconstruction conf., shortly before beginning work.

I agree with Jim's analysis and recommend we grant 12 days due to the extra haul. Marion Craft

1984 "E" St.-Foothill Blvd. 9814
Sec., Redwood Hwy. in Grants
Pass (paving)

9814

October 24, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9814

On July 3, 1985, we wrote to you concerning release of final payment on Contract No. 9814 awarded to Copeland Paving, Inc. for paving on "E" Street-Foothill Boulevard (Grants Pass) Section of the Redwood Highway in Josephine County.

Final payment on this contract is $2,500 and the total contract amount is $104,151. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-24-85ac

. 9814

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 21, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9814, On Site Work Substantially Completed August 13, 1984

All Work Completed September 26, 1984

Project "E" St.-Foothills Blvd. (Grants Pass)

Highway Redwood

County Josephine

Type of Work Paving

Contractor Copeland Paving, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 3, 1985 - Letter written to surety.

RECEIVED
JUN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9714

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "E"St-Foothills Blvd (Grants Pass)

WEEK ENDING: October 6,1984

SECTION PREFIX: 17-1556

HIGHWAY: Redwood

COUNTY: Josephine

NAME OF JOB: "E"St-Foothills Blvd

KIND OF WORK: Paving

CONTRACTOR: Copeland Paving

CONTRACT NUMBER: 9814

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15,1984

DATE WORK STARTED: August 7,1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 20

WORK DAYS USED:

CALENDAR DAYS USED: 7

SPECIFIED COMPLETION DATE: August 31,1984

PERCENT OF TIME ELAPSED: 35

PROJECT AUTHORIZATION: $124,077.07

EXCLUSIVE OF ENGINEERING: $114,238.36

ENGINEERING AUTHORIZATION: $9,838.71

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $111,451.00

ENGINEERING COST TO DATE: $7,800.37

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN -2 %

PERCENT OF AUTHORIZATION: 79 %

DATE PROJECT WAS COMPLETED: August 13,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.99
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.99
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,920tn
TOTAL QUANTITIES CORRECTED TO DATE					3,034tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3,034tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 0 9 1984
CONSTRUCTION SECTION
CE F CAE LS TC
COE CM SA CC
CA FE
CAM MA
CP QCS
LEO FILE

CONTR. NO: 9814

DATE: Oct. 6, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity.
MONDAY 1	No activity
TUESDAY 2	No activity
WEDNESDAY 3	No activity
THURSDAY 4	No activity
FRIDAY 5	No activity
SATURDAY 6	No activity

REMARKS

STATUS: Project in complete and the semi-final estimate prepared and submitted. No further reports will be sent.

VISITORS:

NEXT WEEK:

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7814

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: May 25, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 10, 1984 Bid Letting

"E" st - Foothill Blvd.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 10, 1984 on the following projects:

1. North Powder-Baldock Slough
Old Oregon Trail Highway, Baker County
Paving

   Overlay project. Ten-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. M.P. 22-4-Sandy E.C.L.
Mt. Hood Highway, Clackamas County
Paving

   Shoulders will be striped and signed as bike lanes.

3. Portland Avenue @ Abernethy Avenue (Gladstone)
Portland Avenue, Clackamas County
Grading and Paving

   Intersection improvement. Existing sidewalks will be reconstructed and curb ramps constructed to provide for existing bicycle and pedestrian traffic.

4. Days Creek-Truck Scales
Tiller-Trail Highway, Douglas County
Paving, Overlay Project

   Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

5. White River Rock Production
Hood River and Clackamas Counties
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. "E" Street-Foothill Boulevard (Grants Pass)
Redwood Highway, Josephine County
Paving

Eight-foot shoulders will be signed and striped as bike lanes.

7. Santiam Junction Rock Production
Santiam and North Santiam Highway
Linn and Marion Counties
Aggregate Crushing

Same as No. 5.

8. Whitewater Creek Bridge
North Santiam Highway, Marion County
Maintenance Painting

Same as No. 5.

9. Breitenbush River Bridge
North Santiam Highway, Marion County
Maintenance Painting

Same as No. 5.

10. Rickreall-Suver Junction
Pacific Highway West, Polk County
Paving

Overlay project. Parallel bikeway from Rickreall to Monmouth. Eight-foot shoulders available from Monmouth to Suver Junction for bicycles and pedestrian traffic.

Same as No. 1.

11. McKay Reservoir-M.P. 11.17
    Pendleton-John Day Highway, Umatilla County
    Paving

    Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

12. Trout Creek-Prairie Creek
    Wallowa Lake Highway, Wallowa County
    Paving

    Overlay project.

    Same as No. 5

13. Gales Creek-Sunset Highway
    Wilson River Highway, Washington County
    Paving and Guardrail

    Overlay project.

    Same as No. 5.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9814

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION "E" Street - Foothill Blvd Josephine Co.

REGION 3

Hwy #25

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 17-1556

DATE 12-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1500	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$ -	$ 500
902 CITIZEN'S INVOLVEMENT	—		916 PHOTO-GRAMMETRY	—		934 GEOLOGY	—	
903 LOCAL GOVERNMENT	—		918 LOCATION		50	935 SOILS	—	
904 CONSULTANT	—		919 ENGINEERING GRAPHICS	—		936 REGION TRAFFIC	—	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS	—	
906 BRIDGE DESIGN	—		921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	—	
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES	—	
909 RIGHT-OF-WAY DESCRIPTION	—		923 ENVIRONMENTAL SECTION	—	100	950 TRAINING	—	
910 REGION GEOLOGIST	—		924 D.O.T.			955 R/W RELOC. ASSISTANCE	—	
911 TRAFFIC SECTION	—	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	—		926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	—		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	—		932 RAILROAD & UTILITIES					

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakeley

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

TOTALS	$ 4000	$ 6,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX NA

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This Project is to give the Public a safer, smoother facility and to reduce maint. costs for about 10yrs by Const. a 1½" AC overlay on a badly allagatored section. The AC mix will be from a comm. source and all other work will be done by others. Inorder to get the max. amount of overlay miles every effort will be made to reduce other costs.

PREPARED BY Wm	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X J. K. Wilson	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

VD

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02272

SECTION "E" St. - Foothill Blvd.

REGION 3

STATE HIGHWAY # 25	HIGHWAY NAME Redwood Spur		MILE POST FROM Y0.70 TO Y1.65	LENGTH 0.95 mi
☒ URBAN ☐ RURAL	CITY Grants Pass	COUNTY Josephine	ROAD/STREET NAME "F" Street	
ROUTE # 199	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~3~~ 4	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ ~~55~~ 70		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 3.5					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
~~%~~ 10% ENGINEERING & CONTINGENCIES	$ ~~6~~ 7.5		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ ~~61~~ 81	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ ~~64~~ 85						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	9600	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The surface is dried and cracked with much alligatoring and has a rating of poor.

PROPOSED SOLUTION

Overlay with 1½" of A.C. and allow ½" A.C. additional for leveling.

REQUESTED, REGION ENGINEER X	DATE 12-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
"E" Street - Foothill Blvd.

REGION
3

PROJECT JUSTIFICATION

1. 1½" thickness - existing base is adequate. Will need overlay before Third Bridge project can be completed. PMS Index = 44.

2. Existing surface condition rating = 4. After overlay = 1.

2. Priority #4.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION "E" ST. - Foothills Blvd.

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#) N
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED N/A	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	8	—	—	12	0	12	—	—	8	—	—	—	—
—	—	—	—	4	—	—	12	0	12	—	—	8	—	—	—	—

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC overlay	—	1½"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION "E" Street - Foothill Blvd.

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Safety improved with a new roadway surface.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

none

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

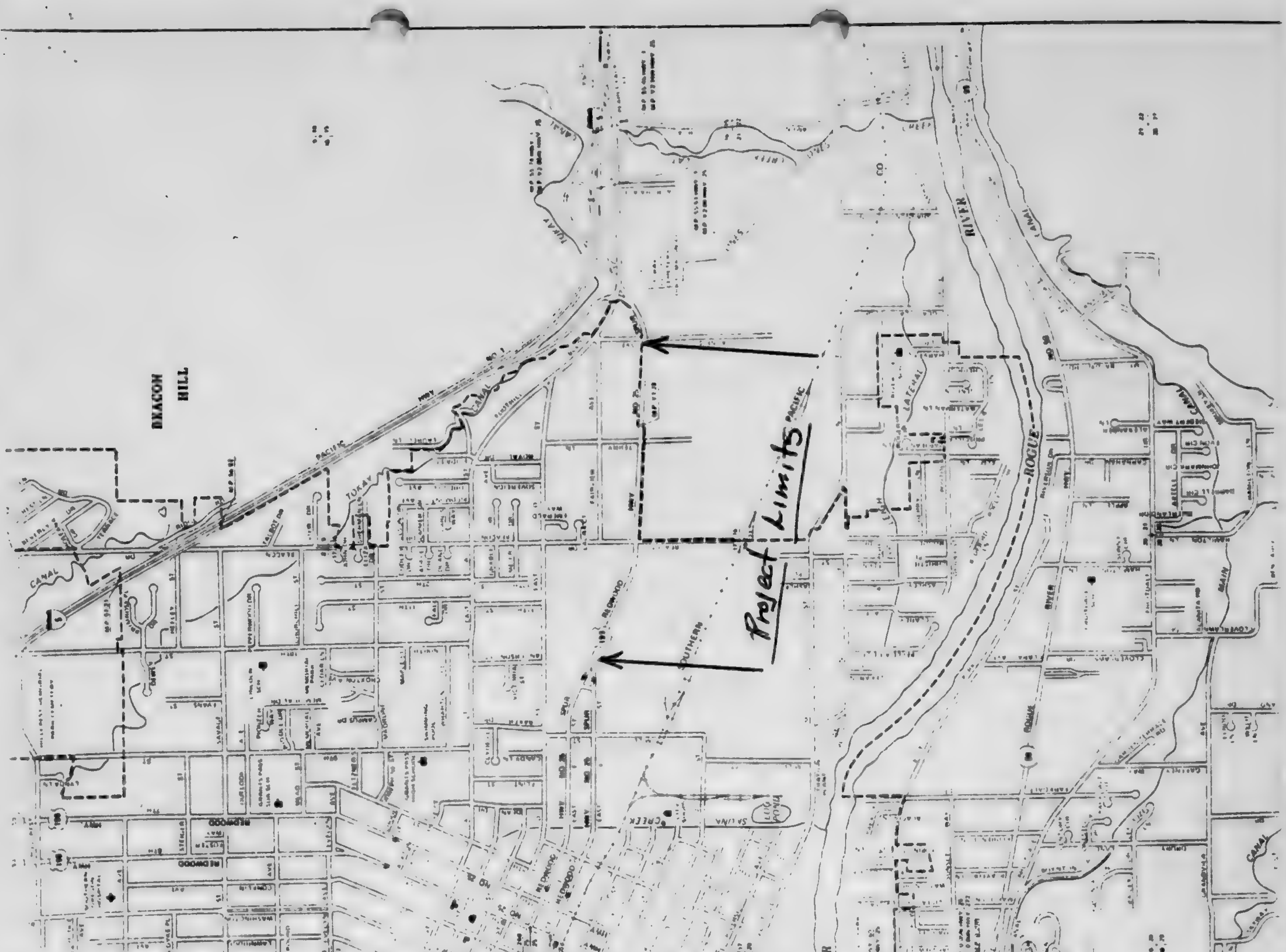
☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	776-6001	

734-1913 (7-82)


Project Limits
BEACON HILL
DOLLAR MOUNTAIN
ROGUE
RIVER
SOUTHERN
PACIFIC
CANAL
TOKAY
GILBERT
REDWOOD
GULCH
LATERAL
CREEK
MAIN

1984 Santiam Junction Rock 9815
Production, Santiam & North
Santiam Highways

January 25, 1985

Reliance Insurance Company
PO Box 5669
Portland, OR 97228

CON 5
#9815

Gentlemen or Ladies:

On January 15, 1985, we wrote to you concerning release of final payment on Contract No. 9815 awarded to R. J. Taggart Construction Company, Inc. for the Santiam Junction Rock Production Project on the Santiam and North Santiam Highways in Linn and Marion Counties.

Final payment on this contract is $5,983.12 and the total contract amount is $309,649.97. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. J. Taggart Construction Company, Inc.
3450 Cherry Avenue, NE
Salem, OR 97303

I. L. Kingrey
PO Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9815

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 11, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9815, On Site Work Substantially Completed September 30, 1984

All Work Completed November 16, 1984

Project Santiam Junction Rock Production Project

Highway Santiam and North Santiam

County Linn and Marion

Type of Work Rock Production

Contractor R. J. Taggard Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 15, 1985 - Surety letter written.

noted Gormsen

RECEIVED
JAN 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9/1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Junction Rock Production

WEEK ENDING: 12-29-84

SECTION PREFIX: 22-8315

HIGHWAY: North Santiam & Santiam

COUNTY: Linn

NAME OF JOB: Santiam Junction Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R.J. Taggart Construction Co.

CONTRACT NUMBER: 9815

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15, 1984

DATE WORK STARTED: July 16, 1984

ESTIMATED COMPLETION DATE: Sept. 30, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Sept. 30, 1984

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 373,199.35

EXCLUSIVE OF ENGINEERING: $ 343,606.45

ENGINEERING AUTHORIZATION: $ 29,593.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 343,606.45

ENGINEERING COST TO DATE: $ 28,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . . 95 %

DATE PROJECT WAS COMPLETED: Sept. 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OF DEC 31 1984 FE...... CP......
CA.............. PQC............ ✓
CAM .... CONSTRUCTION QCS..........
EEO.............. SECTION FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final has been submitted. Contractor has filed claim for costs incurred in breaking up boulders encountered in pit and for costs of trying to meet specified gradation on sanding rock produced.

Third notification has been issued.

SIGNED Martin
J. M. Martin, Project Manager
LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

N

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02259

SECTION: Santiam Junction Rock Production

REGION: 2

STATE HIGHWAY # 16	HIGHWAY NAME Santiam	MILE POST FROM 73.9 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME
ROUTE # US 20	FEDERAL AID # 21	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 3.0
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Rock Production	$ 320.0	
~~10%~~ 10% ENGINEERING & CONTINGENCIES	$ 32.0	
TOTAL CONSTRUCTION		$ 352.0
TOTAL ESTIMATE		$ 355.0

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Rock Production		
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	11

RIGHT OF WAY		
FILES	(#)	N/A
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY
☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING — RECOMMENDED LETTING DATE (QUARTER/YEAR): 2 / 84
RECOMMENDED FUNDING SOURCE: State
RECOMMENDED PROGRAM YEAR: F.Y. 1984

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION
Versteeg ✓
Anderson
Marnab
2 Stoudenmeyer
Turpin
3 Trout
Wakerlig
Do Not File
Return To
Bring Up
Action

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	N/A	
SIGNALS (#)	N/A	
BIKE PATH (Y/N)	N/A	
AVERAGE DAILY TRAFFIC	N/A	
YEAR OF AVERAGE DAILY TRAFFIC	N/A	

DEFINE THE PROBLEM

Little Nash Crater has been a source of cinders for sanding material for many years. A significant pile of oversize material from screening operations has accumulated over the years. The Forest Service, who control the source, has required that the oversize material be used to conform to the development plan of the site. Maintenance operations need the sanding material.

PROPOSED SOLUTION

Prepare a contract project to crush and stockpile sanding material from the accumulation of oversize material. The work will include stage development of the site.

REQUESTED, REGION ENGINEER: X R. L. Eckel — DATE: 12-19-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE:
TRANSP. COMM. APPROVAL DATE:
PROGRAM YEAR:
FUNDING:

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Santiam Junction Rock Production

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

UTILITIES (LIST BELOW)

COMPANIES
None

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED N/A

DESIGN STANDARDS N/A

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							-	N/A	-							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Linn Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Santiam Junction Rock Production

REGION 2

Hwy #16 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 22-8315

DATE 12-16-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 4,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

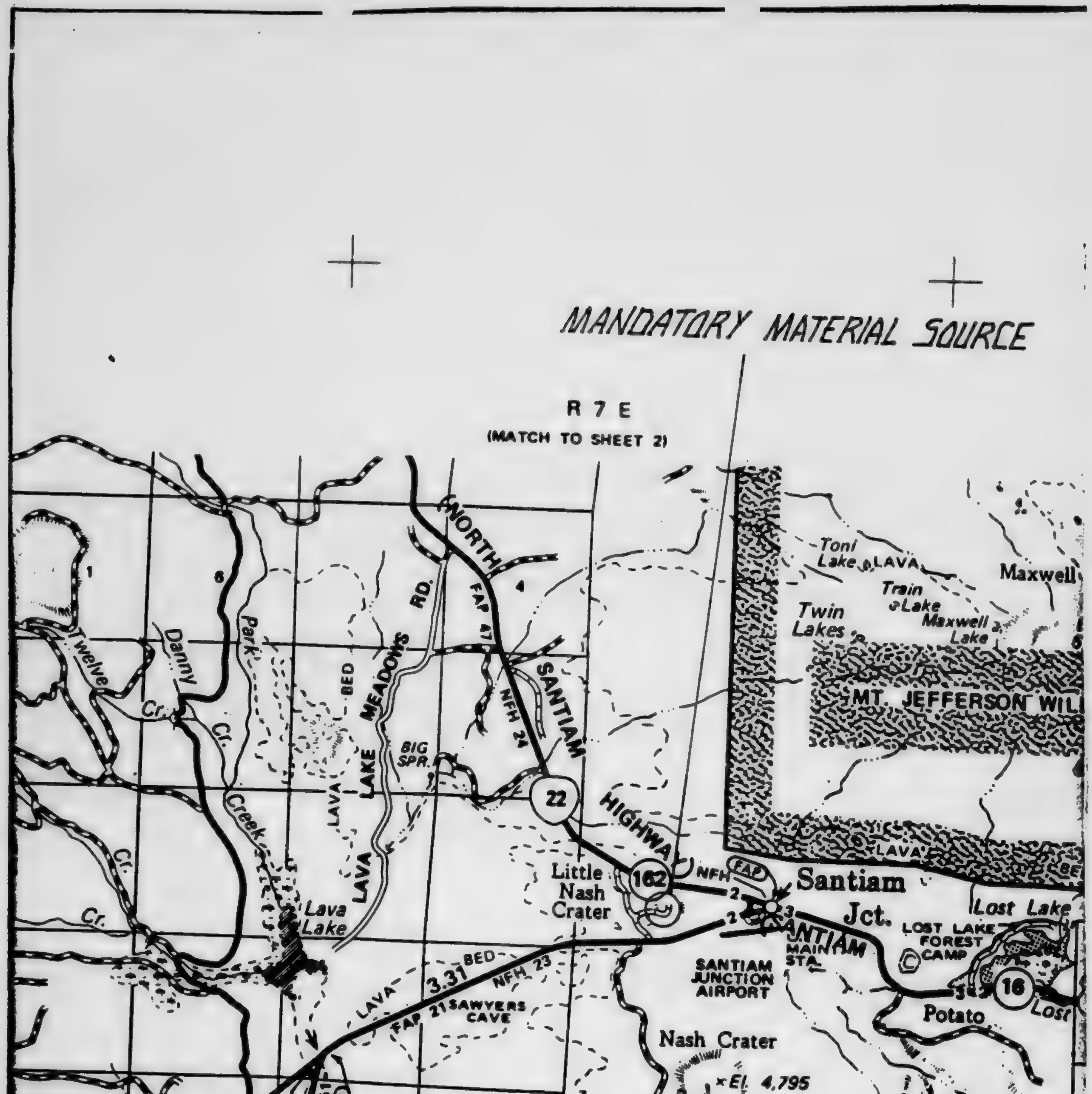
FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for rock production contract.

PREPARED BY	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE 12-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


MANDATORY MATERIAL SOURCE
R 7 E
(MATCH TO SHEET 2)
NORTH
SANTIAM
HIGHWAY
FAP 47
NFH 24
RD.
LAVA LAKE MEADOWS
LAVA BED
BIG SPR.
22
162
NFH
FAP
2
3
Little Nash Crater
Santiam Jct.
SANTIAM
MAINT STA.
SANTIAM JUNCTION AIRPORT
Toni Lake
LAVA
Train Lake
Twin Lakes
Maxwell Lake
Maxwell
MT. JEFFERSON WIL
Lost Lake
LOST LAKE FOREST CAMP
16
Potato
Lost
Nash Crater
× El. 4,795
Twelve
Danny
Cr.
Park
Creek
Cr.
Lava Lake
3.31
LAVA BED
NFH 23
FAP 21
SAWYERS CAVE
16
20
NFH
NFH 61
FAP
126
BED
FISH LAKE WORK CENTER
FISH LAKE FOREST CAMP
Fish Lake
HIGHWAY
LAVA
OLD
215
1
4
6
31
33
36

PROSPECTUS MAP

SANTIAM JUNCTION ROCK PRODUCTION

SANTIAM HIGHWAY
LINN COUNTY

1984 Whitewater Cr. Bridge Sec. 9816
N. Santiam Hwy. 10 mi. east of
Detroit. (maint. painting)

January 26, 1987

CON 5 - #9816

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 9816 awarded to Coastal Coatings, Inc. for maintenance painting on the Whitewater Creek Bridge Section of the North Santiam Highway in Marion County.

Final payment on this contract is $500.00 and the total contract amount is $94,847.37, including $21,077.37 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Coastal Coatings, Inc.
P.O. Box 77043
Seattle, WA 98177

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9816

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9816

TO: Commission Services

DATE: January 9, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9816, On Site Work Substantially Completed July 24, 1986

All Work Completed November 12, 1986

Project Whitewater Creek Bridge

Highway North Santiam

County Marion

Type of Work Maintenance Painting

Contractor Coastal Coatings, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - Surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9816

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE[illegible]Y REPORT FOR CONSTRUCTION P[illegible]ECTS

PROJECT NAME (SECTION) Whitewater Creek Bridge		WEEK ENDING Nov. 22, 1986
		CONTRACT NO. 9816
HIGHWAY N. Santiam	COUNTY Marion	F.A. PROJECT NO. State
CONTRACTOR Coastal Coatings Inc.	KIND OF WORK Maintenance Painting	DATE OF AWARD May 13, 1984

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 94,462.50	AUTHORIZATION	$ 8,250
		COST THIS WEEK	$ 0
ESTIMATED PROJECT COST	$ 94,400	TOTAL TO DATE	$ 24,000
ESTIMATED PERCENT OVERRUN/UNDERRUN	0 %	PERCENT OF AUTHORIZATION	291 %

FIRST NOTIFICATION DATE: July 17, 1984
ESTIMATED DATE OF COMPLETION, OR: July 24, 1986
SECOND NOTIFICATION DATE AND: July 24, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: July 30, 1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: WORKERS:
PERCENT CONTRACT WORK COMPLETED %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
		60	73	122	no

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

Third Notification effective Nov. 12, 1986

PROJECT COMPLETED

FINAL REPORT

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Alva D Vohland
Alva D Vohland

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9816

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1986

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON 5
9816

AGENDA
SEP 16 1986

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Whitewater Creek Bridge Section
North Santiam Highway, Marion County
Contract No. 9816

This State maintenance bridge painting project has been completed and it is apparent the final cost will exceed the project authorization by $31,100 or 33 percent.

This project was awarded May 15, 1984, with initial work starting August 9. The contractor worked through the middle of October and, due to weather conditions, he decided to complete the project next year (1985). At this time he had completed approximately 55 percent of the work. This included final coat on three of the five spans and on two of the four towers.

Upon inspection of the structure in June, 1985, it was apparent that the vinyl paint system had failed. Investigations by State personnel and a painting consultant failed to determine the cause of failure. The results of the investigations were completed in February, 1986. The contractor did not apply any paint in 1985, as we requested he suspend final coat application until the problem was resolved.

The increased costs to the contractor resulted from an additional move-in and move-out, and pressure washing the remaining portion of the structure to receive the vinyl coating.

The engineering inspection costs were also a major factor in project cost overrun. The bridge paint inspectors were all working outside their normal geographical work area. This results in increased costs of per diem expenses. Also due to the project location, the inspector's work shift would nearly be completed by the time a decision was reached not to paint on marginal days. Therefore the inspector was not available to reassign to other projects.

Form 734-3122

There are sufficient funds available in the category of work. No federal participation is involved.

I recommend that the authorization be increased by $31,100 to a new total of $125,562.50. This matter will be on the consent calendar for the September 16 meeting.

cc: Fred Miller
Fran Neavoll ✓
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9816

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 4, 1985

H. H. Patterson
FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Whitewater Creek Bridge Section
North Santiam Highway, Marion County
Contract No. 9816

This State maintenance bridge painting project has been completed and it is apparent the final cost will exceed the project authorization by $31,100 or 33 percent.

This project was awarded May 15, 1984, with initial work starting August 9. The contractor worked through the middle of October and, due to weather conditions, he decided to complete the project next year (1985). At this time he had completed approximately 55 percent of the work. This included final coat on three of the five spans and on two of the four towers.

Upon inspection of the structure in June, 1985, it was apparent that the vinyl paint system had failed. Investigations by State personnel and a painting consultant failed to determine the cause of failure. The results of the investigations were completed in February, 1986. The contractor did not apply any paint in 1985, as we requested he suspend final coat application until the problem was resolved.

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NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP - 3 '86
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

There are sufficient funds available in the category of work. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $31,100. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. G. Anhorn
A. D. Vohland
B. M. Walton
Don Trout

9816

N

Vern Skoog
Highway Controller

February 20, 1986 CON 5
9816

Walter J. Hart, P.E.
Bridge Engineer

Paint Failure Investigation
Whitewater Creek and Breitenbush Bridges
CON 9816

NOTED
E. S. HUNTER

Attached is the first and last invoice for the subject investigation on this contract. The invoice is less than the specified maximum. The consulting firm has absorbed a considerable expense on their own since they were unable to pinpoint a cause of the paint failure. Please charge to expenditure account C9816-903(334).

WJH:jrb

Attachment

cc: E. S. Hunter
Bill Anhorn, Region 2 Engineer

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W.J. HART

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 24, 1985 CON 5
9816

NOTED
H. S. COULTER

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Whitewater Creek Bridge
CON 9816

A problem has developed with the paint system being applied to this bridge under Maintenance Painting Contract 9816. The nature of the problem is illustrated on the attached photograph.

The paint system being applied is the standard system that has been in use for several years. A review by our staff and discussions with the contractor and his materials supplier have failed to uncover reason for the failure.

Approval is requested to hire a paint consultant to review the problem, identify the cause and recommend corrective action. Time is of the essence in that the contractor has approximately one week of work remaining. It is essential that the consultant inspect the work during applicaiton of the paint system.

We propose to hire the firm of KTA-Tator, Inc. of Pittsburgh, PA. I have discussed the problem with that firm, and they can have a representative on site Monday, July 29 subject to approval of this request. The cost of the consulting services is indeterminate at this time, but would not exceed $10,000. Approval is requested to proceed with the hiring of KTA-Tator, Inc. on an emergency basis.

WJH:jrb

cc: E. S. Hunter
Construction
Maintenance
Region 2
Jack Sollis

Commission approved
July 25, 1985
HSC

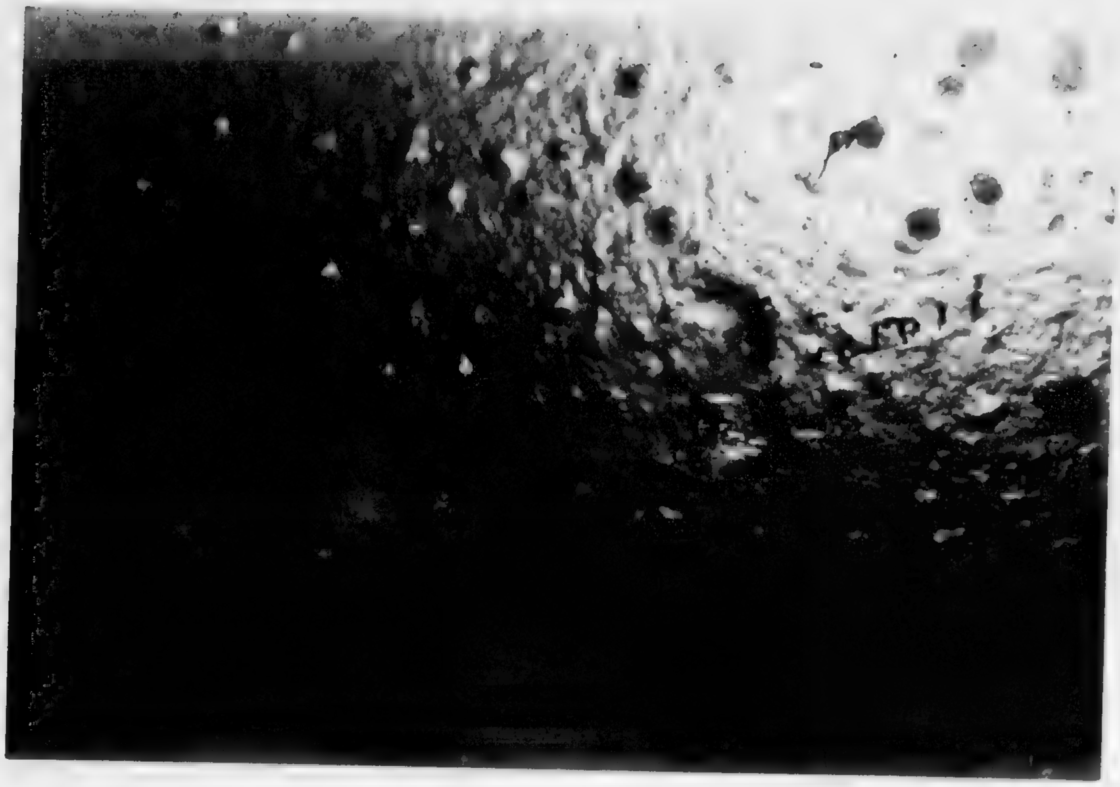
81-125-1387

The following

Document(s)

are

Photographs



1984 Breitenbush River Bridge 9817
Sec., N. Santiam Hwy. W. of Detroit
(maint. painting)

January 25, 1985

Aetna Insurance Company
c/o Johnson and Higgins
2029 Century Park East - 22nd Floor
Los Angeles, CA 90067

CON 5
#9817

Gentlemen or Ladies:

On January 15, 1985, we wrote to you concerning release of final payment on Contract No. 9817 awarded to Lundeen Coatings Corporation for maintenance painting on the Breitenbush River Bridge Section of the North Santiam Highway in Marion County.

Final payment on this contract is $2,500.00 and the total contract amount is $134,458.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Lundeen Coatings Corporation
PO Box 427
Fontana, CA 92335

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9817

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 11, 1985

Warren E Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9817, On Site Work Substantially Completed October 5, 1984

All Work Completed November 26, 1984

Project Breitenbush River Bridge

Highway North Santiam

County Marion

Type of Work Maintenance Painting

Contractor Lundeen Coating Corporation

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 15, 1985 - Surety letter written

noted
RGormsen

RECEIVED
JAN 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7017

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Breitenbush River Bridge	WEEK ENDING: November 10, 1984	SECTION PREFIX: 24-1143
NAME OF JOB: Brieitenbush River Bridge	HIGHWAY: North Santiam	COUNTY: Marion
CONTRACTOR: Lundeen Coatings Corp.	KIND OF WORK: Maintenance painting	
DATE OF CONTRACT: May 15, 1984	CONTRACT NUMBER: 9817	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK:	DATE WORK STARTED: June 16, 1984	ESTIMATED COMPLETION DATE: October 15, 1984
MEN:	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 53
SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 88
PROJECT AUTHORIZATION: $ 156,582.33		
EXCLUSIVE OF ENGINEERING: $ 144,166.11	ENGINEERING AUTHORIZATION: $ 12,416.22	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 144,166.11	ENGINEERING COST TO DATE: $ 12,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 97 %	DATE PROJECT WAS COMPLETED: October 5, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7017A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

E
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NOV 1 0 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete. Office working on semi-final. Estimated completion date is November 16, 1984.

SIGNED JM Martin LOCATION Albany
J.M. Martin, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1984 Rickreall - Suver Jct. 9818
Sec., Pacific Hwy. West
(paving)

9818

December 26, 1986

CON 5 - #9818

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On December 11, 1986, we wrote to you concerning release of final payment on Contract No. 9818 awarded to Morse Bros., Inc. for paving on the Rickreall-Suver Junction Section of the Pacific Highway West in Polk County.

Final payment on this contract is $25,000 and the total contract amount is $838,314.60. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

cgc

9818

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9818

TO: Commission Services DATE: December 5, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9818 , On Site Work Substantially Completed October 24, 1984
All Work Completed	March 14, 1986
Project	Rickreall-Suver Junction
Highway	Pacific Highway West
County	Polk
Type of Work	Paving
Contractor	Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-11-86 - Surety letter written.

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7818

REPORT OF DISMISSAL

L- L8838

R- N/A

Reported to Commission: July 1986

Defendants: State of Oregon by and through Highway Division

Section: Rickreal - Surer - Junction

Highway: Pacific Highway West County: Benton

Date Complaint Filed: March 14, 1986

REMARKS: Complaint was mistakenly filed in Benton County. Plaintiff voluntarily dismissed and moved the suit to Polk County under a different case number. We have a separate file on the Polk County case.

William L. Clora
Signature of Attorney

John R. McCulloch Jr
Concurrence of Chief Counsel

cc: John McCulloch
[illegible]
[illegible]
[illegible]
Region Engineer

92

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
LEG

DATE: May 23, 1986

TO: Ron Kleinschmit
Contract Claims Coordinator

FROM: John R. Marks John R. Marks
Final Project Coordinator

SUBJECT: Rickreall-Suver Junction Section
Contract 9818
Pacific Highway West
Morse Bros., Inc. vs. The State of Oregon
Request for Production No. 86P-1096

In a separate mailing you received from T. W. Litchfield, Specifications Engineer, all "documents" that were in the possession of the Road Design Section and the subject of this request.

Almost all "documents" generated or received in the Road Design Section are either sent to General Files or to the Project Manager at the time of contracting. Therefore, the following people who received copies of your May 8th memo have nothing to submit:

Bob Pool, Location Unit
Wayne Cobine, Location Unit
D. O. Christensen, Road Design Section
Rick Kuehn, Final Design Unit
John Scofield, Location Unit

JRM:bn

P.S. If it would be more convenient for you in the future, you can send requests of this type to me alone and I will contact all the necessary Road Design Units who would have any pertinent materials.

81-125-1307

9818

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
LEG

TO: Ron Kleinschmit
Construction Division

DATE: May 12, 1986

FROM: T. W. Litchfield
Specifications Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

SUBJECT: Rickreall-Suver Junction
Contract No. 9818
Pacific Highway West
State Project
Morse Bros. vs. State
Litigation Request for Discovery
Complaint No. 86P-1096

RDE
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PDE
PDS
DPM

RECEIVED
MAY 12 1986
ROAD DESIGN
SECTION

LPC
LA
LDS
RWD
FLC
OFFICE ✓JRM
Copy All
Return To

Here is a list of materials sent to you concerning the Rickreall-Suver Jct. Section:

Project Record - orange card
Letter from J. M. Tindall concerning Bridge Nos. 0492A, 7615, 6662, 6653A & 66544 extg. depths of asphalt and surface area, dated March 20, 1984
Project Prospectus (part 4)
T.P.&D.Data
Letter of transmittal from D. O. Christensen, dated 2-27-84, File 27-1556
Location Narrative
Field Estimate
Letter of transmittal from D. O. Christensen, dated 2-29-84
Addendum to Narrative
Location Estimate
Letter from L. E. George dated 4-3-84
Project Prospectus (part 1)
Interoffice memo from Norm Cuno, dated 3-9-84 (bikeway work)
Summary (Galloway)
Cost & Completion time data sheet
Letter from L. E. George dated 4-4-84
Surfacing Summary
Surfacing Calculation sheets (4)
Striping Cost Estimate
Cost & completion time data sheet (copy)
Green sheet (cover)
Estimate (2 sheets)
Rough draft of special provisions (working copy)
" " " " (Macnab
" " " " (Sullivan)
" " " " (Scofield)
" " " " (D. Glenn & G. Wimer)
" " " " (D.O. Christensen/Pete Fidler)
Copy of Contract

TWL:bn

9818

CON 5 - #9818

Ron Kleinschmit
Contract Claims Coordinator

5 · [illegible]

Robert Gormsen
Commission Services

As requested in your May 8th memo, we are attaching copies of Contract No. 9818 with Morse Bros., for paving on the Rickreall-Suver Junction Section, along with his bid proposal for this project.

We are also attaching copies of the Transportation Commission minutes pertaining to the award of this contract.

Any other information we would have on this contract would be in the General Files contract folder.

Attachments

FKN:cc

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CONFIDENTIAL - CLAIM
FILE NO. 9818

TO: Caroline Philp
General Files

DATE: May 8, 1986

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

SUBJECT: Rickerall-Suver Junction
Contract No. 9818
Pacific Highway West
State Project
Morse Bros. vs State
Litigation Request for Discovery
Complaint No. 86P-1096

This memo is to be treated as confidential, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as Litigation 86P-1096 File.

The contractor on the above project, Morse Bros., Inc., has filed litigation related to a construction claim. Attached is a copy of a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes (large archive boxes are okay for rolls of X-Sections, maps, etc.), prepare an inventory of the included information suitable for indexing and return receipt acknowledgment. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by May 31, 1986, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me. Any core samples in existence should be noted on a copy of this letter for our information, and retained at their present site. Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked as they may not be job specific but contain important information. Since this is a claim relating to surfacing, all relative data as to location surfacing design is considered important.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

RJK:mk

Attach.

cc: With Request Attached:
Ken Karnosh, Cost Analysis
Bruce Walton, Contract Payments
Carol Lopez, Construction
William Quinn, Salem Lab
Bob Gormsen, Commission Services
Walt Hart, Bridge
Bob Pool, Location
Wayne Cobine, Preliminary Design
Ken Husby, Region 2
Al Vohland, Project Manager
Bob West, Region 2 Geologist
Dave Glenn, Quality Control
Roger Gebauer, Final Estimates
Herm Mitzel, Salem Lab
Jan Peterson, Contract Accounting
D. O. Christensen, Road Design
Ted Litchfield, Specifications
Wayne Cobine, Final Design
John Scofield, Base Design

William Cloran w/o attach.

05081m

RECEIVED
MAY 9 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7:17

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction

378-6318

CONFIDENTIAL - CLAIM
FILE NO. 9818

TO: Caroline Philp
General Files

DATE: May 8, 1986

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

SUBJECT: Rickerall-Suver Junction
Contract No. 9818
Pacific Highway West
State Project
Morse Bros. vs State
Litigation Request for Discovery
Complaint No. 86P-1096

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If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by May 31, 1986, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

sent copies to Ron
on 5-12-86
(CP)

81-125-1367

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me. Any core samples in existence should be noted on a copy of this letter for our information, and retained at their present site. Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked as they may not be job specific but contain important information. Since this is a claim relating to surfacing, all relative data as to location surfacing design is considered important.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

RJK:mk

Attach.

cc: With Request Attached:
Ken Karnosh, Cost Analysis
Bruce Walton, Contract Payments
Carol Lopez, Construction
William Quinn, Salem Lab
Bob Gormsen, Commission Services
Walt Hart, Bridge
Bob Pool, Location
Wayne Cobine, Preliminary Design
Ken Husby, Region 2
Al Vohland, Project Manager
Bob West, Region 2 Geologist
Dave Glenn, Quality Control
Roger Gebauer, Final Estimates
Herm Mitzel, Salem Lab
Jan Peterson, Contract Accounting
D. O. Christensen, Road Design
Ted Litchfield, Specifications
Wayne Cobine, Final Design
John Scofield, Base Design

William Cloran w/o attach.

05081m

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT
CHRISTOPHER T. CARSON*

C09818

Clerk
Polk County Circuit Court
Polk County Courthouse
Dallas, Oregon 97338

Re: Morse Brothers, Inc. v. State of Oregon; No. 86P-1096

Dear Clerk:

Enclosed for filing please find Plaintiff's First Request for Production of Documents, together with a Certificate of Service.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/me

Enclosure

cc: William F. Cloran
Morse Brothers, Inc.

cc Ron K.

RECEIVED
MAY 07 1986
CONSTRUCTION SECTION

COE ___ OM ___
OE ___
CA ___
CAM ___
EBO ___
SPC ___
SA ___ CC
PE ___ CP
PQC ___
QCS ___
FILE ___

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	No. 86P-1096 PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

TO: THE STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, and its attorney, William Cloran.

Pursuant to ORCP 43, plaintiff requests that defendant produce for inspection and copying within by July 1, 1986, in the law offices of Allen, Kilmer, Schrader, Yazbeck & Chenoweth, P.C., 1600 Orbanco Building, 1001 SW Fifth Avenue, Portland 97204, the following described documents:

DEFINITIONS

A. The term "person" means, inclusively, an individual, partnership, corporation, or other entity or organization.

B. Where reference is made to any date or any figure, such reference is intended to connote an approximation.

C. "Document" or "documents" is meant to include all items within the scope of Oregon Rule of Civil Procedure 43 and, without limiting its generality, contracts, agreements, correspondence, letters, telegrams, reports, records, schedules, diaries, calendars, appointment books, invoices, purchase orders, books, pamphlets, accounting records and worksheets, time slips, computer inputs or outputs, charts, diagrams, notes, estimates, summaries, appraisals, inventories, minutes of meetings and memoranda, including intercorporate, intracorporate, interoffice and intraoffice memoranda, and memoranda regarding conferences, conversations or telephone conversations, any and all taped, recorded, written, printed or typed matters of any kind or description, unless otherwise specified herein.

D. When correspondence between one or more persons is requested, the request is meant to include, without limiting its generality, any document or documents given, sent, or shown by one such person to one or more other such persons however transmitted or delivered, and whether or not retained by the recipient or recipients at the time of transmittal or delivery.

E. Each draft or version of each document is included within the definition as are all attachments, exhibits, and enclosures included within all such drafts or versions.

INSTRUCTIONS FOR USE

A. Produce all documents or any parts or segments thereof which are in your possession or subject to your possession, custody, control or access. As to any document which you fail to produce, state the location and address where such document can be found, the name of the person who possesses such document, when such document left your possession, and the reasons why you cannot produce such document.

B. If any document is withheld under claim of privilege, you are required to:

(a) Identify each document with sufficient particularity as to author(s), addressee(s), recipient(s) and content to allow the plaintiff to bring the matter before the Court;

(b) The nature of the privilege(s) asserted; and

(c) The factual basis for the claim of privilege.

C. This request is a continuing one. If, after producing documents, defendants obtain or become aware of any further documents responsive to this Request, defendants are required to produce such additional documents.

REQUESTED DOCUMENTS

1. One copy of the complete plans and specifications relating OSHD Contract No. 9818.

2. All submittals made by plaintiff to defendant relating to OSHD Contract No. 9818.

3. All correspondence between plaintiff and any representative of defendant relative to OSHD Contract No. 9818.

4. All daily reports, quality control reports, surveys or other documents containing data reflecting the observations of any State of Oregon employees relative to work performed by plaintiff on OSHD Contract No. 9818.

5. All calculations relating to qualities made by any State of Oregon employee concerning OSHD Contract No. 9818.

6. All calculations and data relating to compaction

made by any State of Oregon employee concerning OSHD Contract No. 9818.

7. All pay estimates issued by the State of Oregon relating to OSHD Contract No. 9818.

8. All calculations or all documents of any nature relating to the engineer's estimate, pre-bid, made for opening at the bid for OSHD Contract No. 9818.

9. All design memoranda and calculations relating to OSHD Contract No. 9818.

10. All correspondence between the office of the resident engineer and the office of the regional engineer relating to OSHD Contract No. 9818.

11. All correspondence between the office of the regional engineer and headquarters in Salem relating to OSHD Contract No. 9818.

12. All correspondence between headquarters in Salem and the officer of the resident engineer relating to OSHD Contract No. 9818.

13. All documents relating to funding by the United States Department of Transportation, Federal Highway Administration, for the work performed on OSHD Contract No. 9818.

14. All correspondence, reports, test results, analyses, memoranda, or records of conversations between any employees of the State of Oregon and the United States Department of Transportation, Federal Highway Administration, relating to OSHD Cntract No. 9818.

15. All video tapes, photographs, or other pictorial records which were made by or for defendant or its agents or its employees which depicted any work on OSHD Contract No. 9818.

16. The original, or a copy, of any audio tape recording of the preconstruction conference for OSHD Contract No. 9818.

17. Copies of all mix designs issued by the State of Oregon for use by plaintiff on OSHD Contract No. 9818.

18. Any daily reports or diaries kept of any employees of the resident engineer's office, including the resident, relating to OSHD Contract No. 9818.

Dated this _____ day of May, 1986.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

____
JOSEPH A. YAZBECK, JR., OSB #77400
Of Attorneys for Plaintiff

Trial Attorney:
JOSEPH A. YAZBECK, JR., OSB #77400

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing Plaintiff's First Request for Production of Document on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

Certified a True Copy:

JOSEPH A. YAZBECK, JR.

Of Attorney for Plaintiff

Dated : 1 May 1986

JOSEPH A. YAZBECK, JR.

Joseph A. Yazbeck, Jr. OSB#77400

9811

John R. McCulloch, Jr.
Chief Trial Counsel

April 7, 1986

William F. Cloran
Assistant Attorney General

Morse Bros. v. State
Benton County Circuit Court Case No. CV86-0162
File No. 734-980-L-8838

CLOSING REPORT

This matter has been voluntarily dismissed and refiled in Polk County. We have a file open under a different number. The filing was in the wrong county. We persuaded plaintiff to voluntarily refile in the proper county. File should be closed.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes

9818

N

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 1, 1986

NOTED
JACK L. SOLLIS

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Morse Bros., Inc. v. State of Oregon
Polk County Circuit Court Case No. 86P-1096

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Polk County Circuit Court. Named defendants include the State of Oregon acting by and through its Transportation Commission. This matter concerns Contract No. 9818 paving Rickreall-Suver Junction, alleging defective specifications.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

RECEIVED
APR 04 1986
LEGAL

RECEIVED
DOT DIRECTOR
APR 03 '86
REFER TO
Sollis / Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File

In the Circuit Court of the State of Oregon

For the County of Benton

L-8838

Morse Brothers, Inc.,

Plaintiff

vs.

The State of Oregon, acting by and through its Transportation Comission, Department of Transportation, Highway Division,

Defendant

No. CV 8[illegible]

SUMMONS

To David Frohnmayer
Attorney General
100 Justice Building
Salem, Oregon
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

JOSEPH A. YAZBECK, JR.
SIGNATURE OF OREGON RESIDENT ATTORNEY

Joseph A. Yazbeck, Jr. OSB#77400
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

JOSEPH A. YAZBECK, JR.
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH
ATTORNEYS FOR PLAINTIFF
1600 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204
Telephone (503) 224-0055

cc to Hwy
3/7/86

PAGE 1—SUMMONS

FORM No. 190—SUMMONS © 1985
STEVENS-NESS LAW PUBLISHING CO.
Portland, Oregon 97204 OK

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BENTON

MORSE BROS., INC., an Oregon corporation,
Plaintiff,
v.
THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant.

No. CV 86-0162

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

1. At all times material, plaintiff Morse Bros., Inc. was a corporation, duly qualified and authorized to transact business in the state of Oregon.

2. Defendant Oregon Department of Transportation, State Highway Division is an agency of the State of Oregon that may be sued pursuant to ORS 30.320.

3. In 1984, defendant awarded plaintiff defendant's Contract No. 9818 for paving on the Rickreall-Suver Junction section of the Pacific Highway West in Polk County, Oregon (the Contract).

4. The Contract provides in Section 403.16(d), a true copy of which is attached hereto as Exhibit "A", that plaintiff is entitled to a bonus payment in addition to the stated contract price when the asphalt mixture provided pursuant to the Contract meets certain compaction requirements.

5. Under the terms of the Contract, defendant was responsible for the formula or mix design for the asphalt mixture, and plantiff was not entitled to deviate from defendant's formula without defendant's approval.

6. The formula initially provided by defendant was defective, making it impossible or commercially impracticable for plaintiff to attain the bonus payment compaction requirements. Plaintiff notified defendant of the defective nature of the formula immediately upon receiving said formula. Defendant changed the mixture formula on two occasions. After the second change, plaintiff was able to attain the desired compaction, thus entitling it to bonus payments for only that mixture placed after the second formula change.

7. But for the defective mixture formula provided by defendant, plaintiff would have attained the bonus compaction percentages from the onset of performance.

8. As a direct and proximate result of defendant's defective mixture formula, plaintiff was damaged in the amount of $24,536.24, plus interest at the rate of 1.5% per month from October 1, 1984, until paid.

9. Plaintiff is entitled to payment of $24,536.24, which amount has not been paid, plus interest at the rate of 1.5% per month from October 1, 1984, until paid.

10. Plaintiff has fully performed all of its obligations under the contract to be performed and has made demand for such payments.

WHEREFORE, plaintiff prays for judgment against defendant as follows:

1. For the sum of $24,536.24, together with interest thereon at 18% per annum from the date said sums were due, until paid.

2. For plaintiff's costs and disbursements incurred herein.

DATED this ______ day of March, 1986.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

____
CHARLES R. SCHRADER, OSB# 77339
Of Attorneys for Plaintiff

Trial Attorney:
Joseph A. Yazbeck, Jr., OSB# 77400

shall not resume asphalt concrete placement until such time as he can satisfy the Engineer that specification material can be produced. Material placed with a total P value greater than 15 shall be handled on one or more of the following ways as determined by the Engineer.

(1) Require complete removal and replacement with specification material at no additional cost to the state.

(2) At the Contractor's written request, allow corrective work at no additional cost to the State and then an appropriate price reduction that may range from no reduction to no payment.

(3) At the Contractor's written request, allow the material to remain in place with an appropriate price reduction that may range from a 15 percent reduction to no payment.

Price reductions for small quantities of material and partial lots where the formulas under this subsection are not applicable will be determined by the Engineer. Any such reduction will be arrived at by Engineering judgment based on number, extent, and importance of the deviations.

(d) Bonus payment - In addition to the contract price, a bonus payment will be made to the Contractor if all individual sublot test results for all tested constituents within a lot meet the following requirements: (The "contract price" for the mixture will be determined by using the "mix formula" asphalt cement percentage(s) and the bid prices for both the asphalt concrete mixture and the asphalt cement in mixture. The bid price for asphalt cement will be adjusted to include any "Monthly Asphalt Adjustment Price" allowed by subsection 109.16 at the time of placement.)

For all mixtures which do not have a specified compaction density requirement, the bonus pay will be 2% when the compaction requirements of subsection 403.45(a) and (d) are met and all other constituents are within bonus pay requirements and tolerances.

Bonus Pay	Compaction	All Other Constituents
2%	Within Minimum Requirements	Within Bonus Pay Requirements and Tolerances
3%	Within Bonus Pay Requirements	"P" value of 15 or less

EXHIBIT A

9818

3-26

CASE CAPTION

MORSE BROTHERS, INC.,

V.

THE STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Billing Number: 734-980-L-

County/County's Court and Case Number:

CLIENTS

Name: **Name:**

Address: **Address:**

Phone: (H) **(W)** **Phone: (H)** **(W)**

OPPOSING ATTORNEY(S)

Name Joseph Yazbeck, Jr.

Firm Allen, Kilmer, Schrader, Yazbeck & Chenoweth

Address 1600 Orbanco Building/1001 S.W. Fifth Avenue
Portland, OR 97204

Phone: 224-0055

WITNESSES

Name: **Name:**

Address: **Address:**

Phone: (H) **(W)** **Phone: (H)** **(W)**

DEPOSITION INFORMATION

Court Reporting Firm:

Address: **Phone:**

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9818

3 -6

CASE CAPTION

MORSE BROTHERS, INC.,

V.

THE STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Billing Number: 734-980-L-

County/County's Court and Case Number:

CLIENTS

Name: Name:

Address: Address:

Phone: (H) (W) Phone: (H) (W)

OPPOSING ATTORNEY(S)

Name Joseph Yazbeck, Jr.

Firm Allen, Kilmer, Schrader, Yazbeck & Chenoweth

Address 1600 Orbanco Building/1001 S.W. Fifth Avenue
Portland, OR 97204

Phone: 224-0055

WITNESSES

Name: Name:

Address: Address:

Phone: (H) (W) Phone: (H) (W)

DEPOSITION INFORMATION

Court Reporting Firm:

Address: Phone:

DEPOSITION TIME AND PLACE:

COURT DATES:

MORSE BROTHERS, INC.,

V.

THE STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Billing Number: 734-980-L-

County/County's Court and Case Number: ____

CLIENTS

Name: ____ **Name:** ____

Address: ____ **Address:** ____

Phone: (H) ____ **(W)** ____ **Phone: (H)** ____ **(W)** ____

OPPOSING ATTORNEY(S)

Name Joseph Yazbeck, Jr.

Firm Allen, Kilmer, Schrader, Yazbeck & Chenoweth

Address 1600 Orbanco Building/1001 S.W. Fifth Avenue
Portland, OR 97204

Phone: 224-0055

WITNESSES

Name: ____ **Name:** ____

Address: ____ **Address:** ____

Phone: (H) ____ **(W)** ____ **Phone: (H)** ____ **(W)** ____

DEPOSITION INFORMATION

Court Reporting Firm: ____

Address: ____ **Phone:** ____

DEPOSITION TIME AND PLACE: ____

COURT DATES: ____

MISCELLANEOUS INFORMATION

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9818

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BENTON

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

No. CV 86-0162

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

1. At all times material, plaintiff Morse Bros., Inc. was a corporation, duly qualified and authorized to transact business in the state of Oregon.

2. Defendant Oregon Department of Transportation, State Highway Division is an agency of the State of Oregon that may be sued pursuant to ORS 30.320.

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2. For plaintiff's costs and disbursements incurred herein.

DATED this ______ day of March, 1986.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

CHARLES R. SCHRADER, OSB# 77339
Of Attorneys for Plaintiff

Trial Attorney:
Joseph A. Yazbeck, Jr., OSB# 77400

shall not resume asphalt concrete placement until such time as he can satisfy the Engineer that specification material can be produced. Material placed with a total P value greater than 15 shall be handled on one or more of the following ways as determined by the Engineer.

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2%	Within Minimum Requirements	Within Bonus Pay Requirements and Tolerances
3%	Within Bonus Pay Requirements	"P" value of 15 or less

EXHIBIT A

9818

3-12-86

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BENTON

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

No. CV-86-0162

NOTICE OF DISMISSAL

Take notice that plaintiff dismisses the above-captioned action without prejudice pursuant to ORCP 54A.

Dated this ____ day of ___________________, 1986.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

By________________________________
Charles R. Schrader, OSB # 77339
Of Attorneys for Plaintiff

Trial Attorney:
Joseph A. Yazbeck, Jr., OSB # 77400

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing Notice of Dismissal on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

William F. Cloran
Attorney General
100 Justice Building
Salem, Oregon 97310

Certified a True Copy:

Attorney for Plaintiff

12 March 1986
Date

JOSEPH A. YAZBECK, JR.
Joseph A. Yazbeck, Jr. OSB #77400

RECEIVED
MAR 1[illegible] 1986
[illegible] DIVISION DEPT OF JUSTICE
SALEM OREGON

9818

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-980-L-

Suit Styled Morse Brothers, Inc. v. State, et al

Court Circuit #CV86-0162 County Benton

Tort Allegations none

Other Allegations (Non-Tort) breach of contract

Suit Demand - Specials $ 24536.24 General $ 0

Attorney Fees $ N/A Other Relief $ N/A

Demand $ 24536.24 Settlement Offered $ 0 Proposed $ 0

Joint Tortfeasors N/A (Name(s)) Percent of Negligence 0

Estimated Negligence of State Defendants ______ %

Probable Judgment If Case Lost $ ______

Estimated Probable Chance of Winning ______ %

Estimate of Plaintiff's Comparative Negligence ______ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program change of venue to Polk or Marion Co.

Should Team Approach Be Considered? Yes ______ No X

LEGAL COST ESTIMATE

Estimated Hours

	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	50	25	25	50.00	5000.00
Investigator	0	0	0	18.00	720.00
Law Clerk	30	10			
Other	0	0	0		
TOTAL					5720.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ______ Trial X

Remarks: ______

Attorney William L. Cloran Date 3/10/86

Chief Trial Counsel J McCulloch Date 3/10/86

Suit Styled Morse Brothers, Inc. v. State, et al

Court Circuit #CV86-0162 County Benton

Tort Allegations none

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Attorney Fees $ N/A Other Relief $ N/A

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Probable Judgment If Case Lost $ ______

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Outline Law and Motion, and Discovery Program change of venue to Polk or Marion Co.

Should Team Approach Be Considered? Yes ______ No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	50	25	25	50.00	5000.00
Investigator	0	0	0		
Law Clerk	30	10	0	18.00	720.00
Other	0	0	0		
TOTAL					5720.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ______ Trial X

Remarks:

Attorney William L. Cloran Date 3/10/86

Chief Trial Counsel J McCulloch Date 3/10/86

10-5-84/jep/#1

RC to DF
BG
John

9512

Cloran

[illegible]
3-5-86
[illegible]

In the Circuit Court of the State of Oregon

For the County of Benton

Morse Brothers, Inc.,

Plaintiff

vs.

The State of Oregon, acting by and through its Transportation Comission, Department of Transportation, Highway Division,

Defendant

No. CV 86-0162

SUMMONS

To David Frohnmayer
Attorney General
100 Justice Building
Salem, Oregon
Defendant

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If you have any questions, you should see an attorney immediately.

JOSEPH A. YAZBECK, JR.
SIGNATURE OF OREGON RESIDENT ATTORNEY

Joseph A. Yazbeck, Jr. OSB#77400
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

JOSEPH A. YAZBECK, JR.
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH
ATTORNEYS FOR PLAINTIFF
1600 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204
Telephone (503) 224-0055

cc to HWY 3/7/86

FORM No. 190—SUMMONS ©1985
STEVENS-NESS LAW PUBLISHING CO.
Portland, Oregon 97204 OK

PROOF OF SERVICE

STATE OF .... } ss.
County of .... }

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*........................, *19*......., *at*..............*o'clock* ....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*........................, *19*......., *at*..............*o'clock* ....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*..............*o'clock* ....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*..............*o'clock* ....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......., *during normal working hours, at to-wit:* ....*o'clock,* ....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *........................ *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *........................ *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on*........................, *19*......., *at*..............*o'clock* ....*M.*

DATED.., *19*.......

....
SHERIFF

By ....
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.

DATED.., *19*.......

....
SIGNATURE

....
TYPE OR PRINT NAME

....
ADDRESS

.... *Phone* ....

The signature lines on the left should be used only by an Oregon county sheriff or deputy; all other servers complete certificate on the right. The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use S-N Form No. 1149 or equivalent.*

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Rickreall-Suver Junction Section	WEEK ENDING July 27 ,1985
		SECTION PREFIX C09818
	HIGHWAY Pacific Hwy West	COUNTY Polk
NAME OF JOB Rickreall-Suver Jct. Section	KIND OF WORK Paving	
CONTRACTOR Morse Bros. Inc.	CONTRACT NUMBER 9818	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 16, 1984	DATE WORK STARTED August 28, 1984	ESTIMATED COMPLETION DATE October 24, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $999,723.89	September 30, 1984	140
EXCLUSIVE OF ENGINEERING: $920,450.63	ENGINEERING AUTHORIZATION 79,373.26	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $874,666.00	ENGINEERING COST TO DATE $108,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN UNDERRUN -5.0 %	PERCENT OF AUTHORIZATION 136 %	DATE PROJECT WAS COMPLETED: October 24, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.86			10.86
MILES PARTIALLY COMPLETED					
MILES COMPLETED		10.86			10.86
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,000 ton			29,500ton
TOTAL QUANTITIES CORRECTED TO DATE		910 ton			same
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		910 ton			29,500ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

*

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

STATUS: No activity this week.
Construction work completed.
Items needed from the contractor to complete project:

1. Price Agreement 8 to resolve compaction/bonus issue was returned unsigned by contractor.
2. Contractor indicated by letter they will pursue the compaction issue.
3. Contractor indicated they may use the contract review board to pursue the compaction claim.

SIGNED Alva D. Vohland LOCATION 080-16 Corvallis

Alva D. Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

April 4, 1985

CON 5

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Re: Time Extension Request
Rickreall - Suver Jct.
Contract No. 9818

Your request for additional contract time has been reviewed. The "Second Notification" for this contract was dated October 24, 1984. Your request for contract time adjustment was executed by your surety on January 3, 1985. The request does not comply with the second paragraph of Section 108.09 of the contract Standard Specifications, and is accordingly denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Bill Anhorn w/attach.
Al Vohland w/attach.

9818

6

June 1, 1984

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

CON 5

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9818 for paving on the Rickreall-Suver Junction Section of Pacific Highway West in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure
cc: Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
H. N. Vancleave

MORSE BROS.
Highway Construction Group

May 15, 1984

Office of Commission Services
State Transportation Building, Room 121
Salem, OR 97310

Subject: Rickreall - Suver Junction of Pacific Hwy. West #9818
Minority Business Enterprise Contract Provisions

In accordance with Supplemental Required Contract Provisions, with respect to MBE/DBE Utilization on the above referenced project, Morse Bros., proposes to subcontract the following:

Romero/Cabrera Sign Construction Co. Jose Romero
11375 S.W. Lakewood Court 620-3851
Tigard, OR 97223

BID ITEM	UNIT PRICE
3	$ 5.90
4	20.00
5	18.00
6	20.00
9	3.60
18	18.00
19	18.00
20	3.00
21	3.90

Total Subcontract @ $44,100.00

DBE % = $\frac{44,100}{863,614}$ = 5.1%

If you have any questions regarding this information, please contact myself or Brad Dennis at this office, Phone 928-6491.

Sincerely,

MORSE BROS.

Stan Barton
Sales Manager

cc - Kay Turner

RECEIVED
MAY 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

kvk

7F17

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Polk Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Monmouth - Suver

REGION: 2

Hwy # 1W

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 27-1555

DATE: 12-07-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 250
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,550
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for pavement overlay project.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X by Philip C.	DATE 12-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Monmouth - Suver				KEY ID # 02258
				REGION 2
STATE HIGHWAY # 1W	HIGHWAY NAME Pacific West		MILE POST FROM 64.0 TO 71.0	LENGTH 7.0 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME	
ROUTE # OR 99W	FEDERAL AID # 9	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 6	GRADING (✓)		FILES (#)	None
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 554.5		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 17.2				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20% ENGINEERING & CONTINGENCIES	$ 114.3		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 680	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 686			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

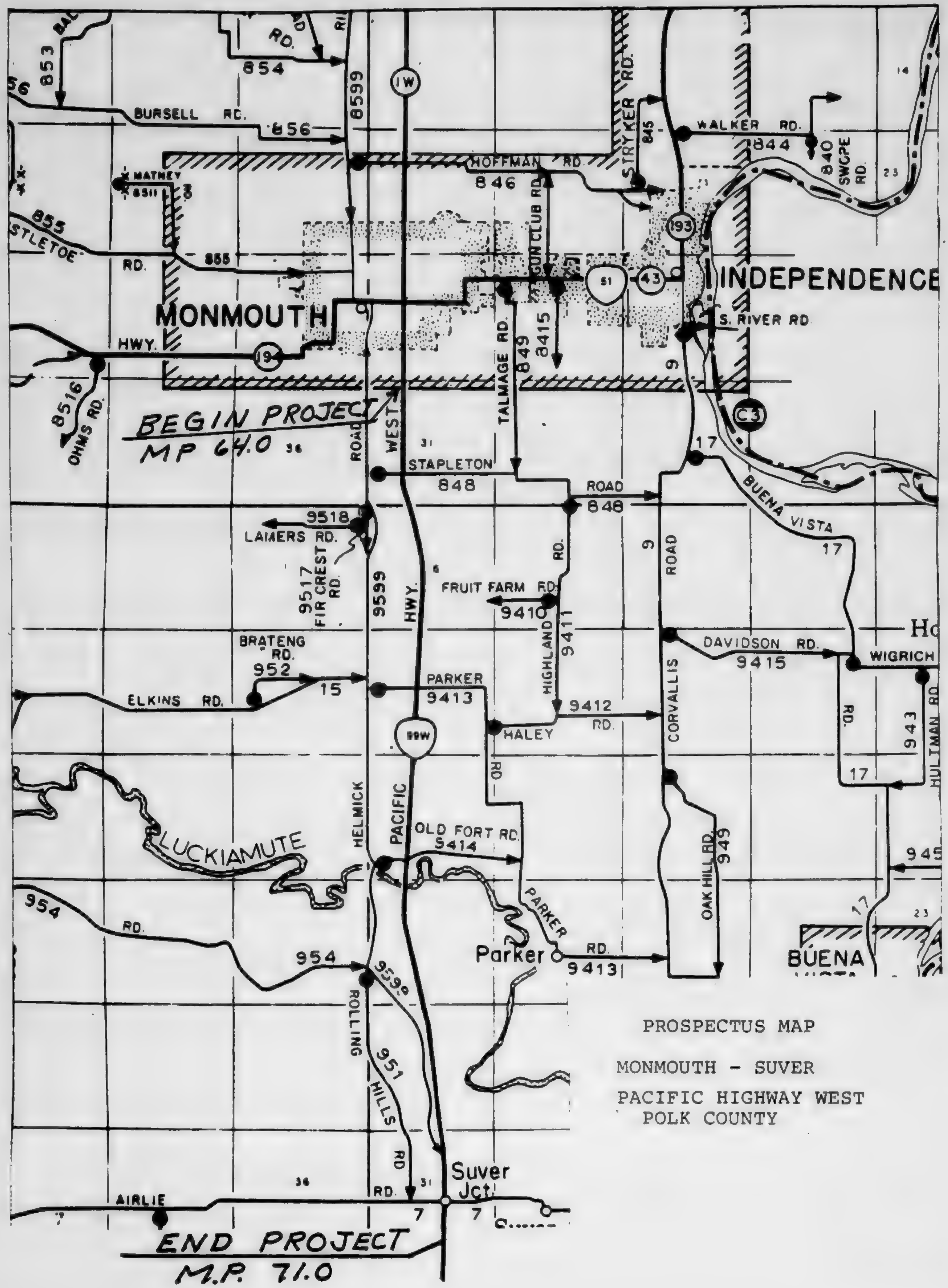
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	N/A	
SIGNALS (#)	0	
BIKE PATH (Y/N)	Y	
AVERAGE DAILY TRAFFIC	4,500	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM
Existing paved surface needs overlay.

PROPOSED SOLUTION
Place 3" AC overlay plus shoulder rock.

REQUESTED, REGION ENGINEER X by Phillip O. [illegible]	DATE 12-9-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING


BEGIN PROJECT
MP 64.0
END PROJECT
M.P. 71.0
MONMOUTH
INDEPENDENCE
Parker
Suver Jct.
BUENA VISTA
LUCKIAMUTE
1W
99W
51
43
193
19
C3
BURSELL RD.
854
853
856
8599
HOFFMAN RD.
846
WALKER RD.
844
845
STRYKER RD.
840
SWOPE RD.
MATNEY
8511
855
RD.
HWY.
8516
OHMS RD.
GUN CLUB RD.
TALMAGE RD.
849
8415
S. RIVER RD.
9
17
STAPLETON
848
ROAD
BUENA VISTA
9518
LAMERS RD.
9517
FIR CREST RD.
9599
WEST
HWY.
PACIFIC
FRUIT FARM RD.
9410
HIGHLAND RD.
9411
BRATENG RD.
952
ELKINS RD.
15
PARKER
9413
9412
HALEY RD.
CORVALLIS ROAD
DAVIDSON RD.
9415
WIGRICH RD.
943
HULTMAN RD.
945
OLD FORT RD.
9414
HELMICK ROAD
OAK HILL RD.
949
954
PARKER RD.
ROLLING HILLS RD
951
AIRLIE RD.
7

PROSPECTUS MAP

MONMOUTH - SUVER

PACIFIC HIGHWAY WEST
POLK COUNTY

9818

1W

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Polk Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Rickreall - Monmouth	REGION 2

Hwy #1W **SURVEY AUTHORITY**	AUTHORIZATION NO. 1	PREFIX 27-1556	DATE 12-07-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for pavement overlay contract.

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Stoudenmeyer~~ Edwards E
Torpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2-2-84
RECOMMENDED, REGION ENGINEER X by	DATE 12-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Rickreall - Monmouth	KEY ID # [illegible] 02260
	REGION 2

STATE HIGHWAY # 1W	HIGHWAY NAME Pacific West	MILE POST FROM 57.4 TO 63.4	LENGTH 6.0 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME
ROUTE # OR 99W	FEDERAL AID # 9	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 6	GRADING (✓)		FILES	(#)	None
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES	(#)	–
ROADWAY	$ 247.3		STRUCTURES (✓)		RELOCATIONS	(#)	–
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 7.7				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
20% ENGINEERING & CONTINGENCIES	$ 51.0		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 306	WORK TYPE (1-12)	4	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 312					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	N/A	
SIGNALS (#)	0	
BIKE PATH (Y/N)	Yes Separated	No Change
AVERAGE DAILY TRAFFIC	6,200	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

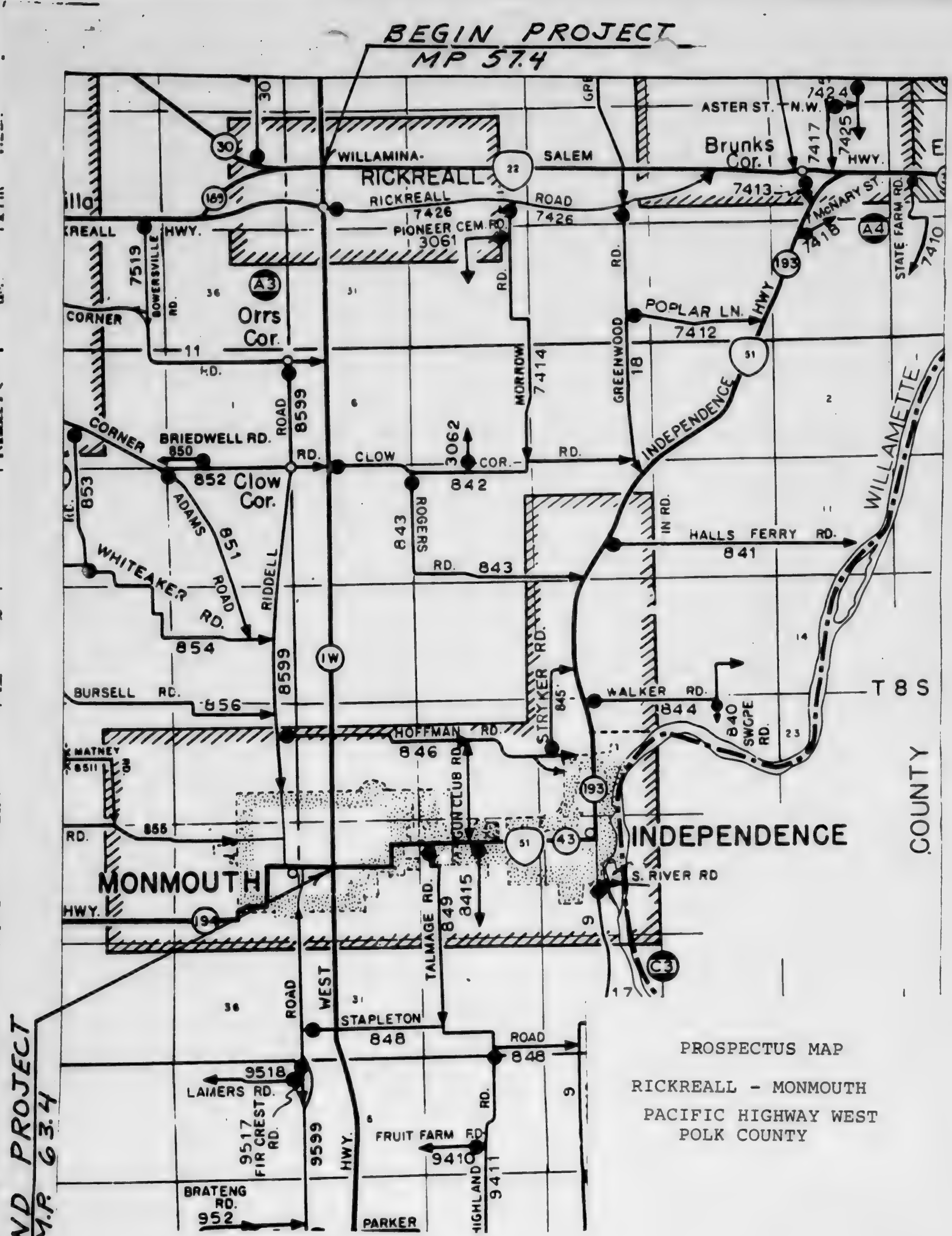
Existing paved surface needs overlay.

PROPOSED SOLUTION

Place 1-1/2" overlay.

REQUESTED, REGION ENGINEER X by Phillip D.	DATE 12-9-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-8



BEGIN PROJECT
MP 57.4

END PROJECT
M.P. 63.4

RICKREALL
WILLAMINA-
SALEM
HWY.
Brunks Cor.
ASTER ST. N.W.
McNARY ST.
STATE FARM RD.
RICKREALL ROAD 7426
7426
PIONEER CEM. RD. 3061
REALL HWY.
7519
BOWERSVILLE RD.
Orrs Cor.
CORNER RD.
11
POPLAR LN. 7412
GREENWOOD RD.
18
MORROW RD. 7414
INDEPENDENCE HWY.
WILLAMETTE
BRIEDWELL RD. 850
CORNER
852
Clow Cor.
CLOW COR. RD. 842
3062
ROAD 8599
ADAMS ROAD 851
853
WHITEAKER RD. 854
ROGERS RD. 843
HALLS FERRY RD. 841
RIDDELL 8599
1W
BURSELL RD. 856
STRYKER RD. 845
WALKER RD. 844
840 SWOPE RD.
T 8 S
COUNTY
HOFFMAN RD. 846
GUN CLUB RD.
MATNEY 8511
855
RD.
MONMOUTH
INDEPENDENCE
S. RIVER RD
HWY.
TALMAGE RD. 849
8415
9
17
ROAD
WEST
STAPLETON 848
ROAD 848
9518
LAMERS RD.
9517 FIR CREST RD.
9599
HWY.
FRUIT FARM RD. 9410
HIGHLAND RD. 9411
BRATENG RD. 952
PARKER
30
22
189
193
51
43
194
A3
A4
C3
7413
7417
7424
7425
7418
7410

PROSPECTUS MAP

RICKREALL - MONMOUTH

PACIFIC HIGHWAY WEST
POLK COUNTY

1984 McKay Reservoir-M.P. 11.17 9819
Sec., Pendleton-John Day Hwy.
(paving)

October 24, 1985

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5
#9819

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9819 awarded to Blue Mountain Paving Co. for paving on McKay Reservoir-M.P. 11.17 Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $12,140.87 and the total contract amount is $324,830.32. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Blue Mountain Paving Co.
P.O. Box 10488
Yakima, WA 98909

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

FKN:arc

NOTED ON CARD
10-24-85ac

9819

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 1, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9819, On Site Work Substantially Completed October 19, 1984

All Work Completed October 19, 1984

Project McKay Reservoir-M.P. 11.17

Highway Pendleton-John Day

County Umatilla

Type of Work Paving

Contractor Blue Mountain Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 5, 1985 - Surety letter written.

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No. 22 9819

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKay Reservior MP 11.17

WEEK ENDING: October 20, 1984

SECTION PREFIX: 30-1557

HIGHWAY: Pendleton-John Day

COUNTY: Umatilla

NAME OF JOB: McKay Reservior - MP 11.17

KIND OF WORK: Paving

CONTRACTOR: Blue Mt. Paving Company

CONTRACT NUMBER: 9819

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15, 1984

DATE WORK STARTED: 5-21-84

ESTIMATED COMPLETION DATE: ~~[illegible]~~ Oct. 20, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN ______ SUPERVISION: ______

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 100

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 114

PROJECT AUTHORIZATION: $ 356,598.16

EXCLUSIVE OF ENGINEERING $ 326,321.65

ENGINEERING AUTHORIZATION $ 28,276.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 326,321.65

ENGINEERING COST TO DATE $ 16,061.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION 56.8%

DATE PROJECT WAS COMPLETED: Oct. 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9,632 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Overcast			
MONDAY 15	overcast			
TUESDAY 16	overcast			
WEDNESDAY 17	fair			
THURSDAY 18	fair			
FRIDAY 19	fair			
SATURDAY 20	fair			

RECEIVED
OCT 22 1984
CONSTRUCTION SECTION

CE F CAE ...... LS ____ TC ____
COE ...... OM ...... SA ____ CC ____
CA .... FE ____
CAM .... MA ____
CP .... OCS ____
EEO .... FILE ____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	No activity
TUESDAY 16	No acitivity
WEDNESDAY 17	No acivity
THURSDAY 18	Dynaplane cold planer is being used to grind areas that are out of surface tolerance. Maching appears to be doing a good job. 15 areas marked and brought into specs.
FRIDAY 19	4 more areas ground, all areas that have been marked were ground, or were found to be in spec. using contractors straight edge.
SATURDAY 20	No activity

REMARKS

With the completion of the grinding the job is completed. Calendar day charges will be stopped as of October 12, 1984.

CE____ CAE____ RECEIVED LS____ TC____
COE____ OM____ SA____ CC____
CA____ OCT 22 1984 FE____
CAM MA____
CP____ CONSTRUCTION QCS ✓
EEO____ SECTION FILE____

SIGNED Walter R. Sullen LOCATION Pendleton

28

N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

UMATILLA Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION McKay Reservoir-Tutuilla Cr.Rd./Surface Preservation

REGION 5

Hwy # 28 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 30-1557

DATE 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Steuermeyer~~ Edwards E
Terpin
3 Trout VF
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY Roger C. King	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02310

SECTION McKay Reservoir - Tutuilla Cr. Rd./Surface Preservation	REGION 5

STATE HIGHWAY # 28	HIGHWAY NAME Pendleton-John Day	MILE POST FROM 6.9 TO 11.7	LENGTH 4.8 mi.

☐ URBAN ☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME

ROUTE # 395	FEDERAL AID # 30	APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 231.5		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% [illegible] ENGINEERING & CONTINGENCIES	$ 23		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 254.5	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 259.5			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

This section of roadway was constructed in 1957 and has exceeded the predicted design life. Surface deterioration is accelerating and immediate action is necessary to protect our investment.

PROPOSED SOLUTION

Overlay the section with 2" class "B" AC commercial mix.

REQUESTED, REGION ENGINEER X	DATE 12/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKay Reservoir-Tutuilla Cr.Rd./Surface Preservation

REGION
5

PROJECT JUSTIFICATION

This section of highway has received no upgrading of the wearing surface since construction in 1957. The pavement is showing severe stress,potholing occurring and much maintenance is required on the section.

It is felt a 2" overlay using Class "B" AC commercial mix at 5% liquid asphalt will preserve the existing wearing surface and will avoid a costly failure. Estimate shown on District 12 Summary of 12/13/83 did not properly reflect the estimated cost.

Minimal P.E. is anticipated for this project. Project and contract administration should be handled by the District Maintenance Supervisor. Suggested completion date is 9-15-84.

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

(Region has no objection to General Services Contract for this project.)

ADMINISTRATION RECOMMENDATION

1984 Trout Creek - Prairie Ck. 9820 Sec., Wallowa Lake Hwy. in Enterprise. (Paving)

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKenzie Hwy @ McVay

WEEK ENDING: October 19, 1985

SECTION PREFIX: EA# C09800

HIGHWAY: McVay Highway

COUNTY: Lane

NAME OF JOB: McKenzie Hwy. @ McVay

KIND OF WORK: Grading, Paving, Signal, Landscaping

CONTRACTOR: Eugene Sand & Gravel

CONTRACT NUMBER: 9800

FEDERAL AID PROJECT NUMBER: HES-1120(3)

DATE OF CONTRACT: May 4, 1984

DATE WORK STARTED: July 10, 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0

SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: (b) 200

WORK DAYS USED:

CALENDAR DAYS USED: (b) 223

SPECIFIED COMPLETION DATE: (a) February 5, 1985

PERCENT OF TIME ELAPSED: (b) 112

PROJECT AUTHORIZATION: $ 216,398.53

EXCLUSIVE OF ENGINEERING: $ 190,898.53

ENGINEERING AUTHORIZATION: $ 25,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 192,000.00

ENGINEERING COST TO DATE: $ 25,000.00

This Office . 19,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ XXXXXX . . . . . 0.5 %

PERCENT OF AUTHORIZATION . . . . . 100 %

DATE PROJECT WAS COMPLETED: MAR. 27, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	Landscap.
	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	482 C.Y.	625 Tons			225 Tons
TOTAL QUANTITIES CORRECTED TO DATE	500 C.Y.	627 Tons			221 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500 C.Y.	627 Tons			221 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				F CAI
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 22 1985
CONSTRUCTION SECTION

COE.... OM.... LS...... TC......
OE .... CA...... CC......
CA.......... FE ...... CP ......
CAM .... PQC..........
EEO.......... QCS..........
FILE..........

EA # C09800

Report #66

DATE: Oct. 19, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/13/85 SUNDAY	No activity this week.
10/14/85 MONDAY	
10/15/85 TUESDAY	
10/16/85 WEDNESDAY	
10/17/85 THURSDAY	
10/18/85 FRIDAY	
10/19/85 SATURDAY	

REMARKS

STATUS: First Notification - 7/10/84

Second Notification - Phase (a) 1/29/85.

Second Notification - Phase (b) 3/27/85.

Section 682.42 in effect until November 1985.

Waiting for certs & payroll documentation to submit semifinal.

SIGNED Robert G. Paul LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

May 15, 1985

U. S. Fidelity & Guaranty Co.
P.O. Box C19104
Seattle, WA 98109

CON 5
#9820

Gentlemen or Ladies:

Contract No. 9820 awarded to Rogers Asphalt Paving Co. for overlay on the Trout Creek-Prairie Creek Road Section of the Wallowa Lake Highway in Wallowa County was completed on November 15, 1984, and accepted by the State Highway Division on May 7, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 20, 1985.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Rogers Asphalt Paving Co.
PO Box K
La Grande, OR 97850

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 7, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9820,	On Site Work Substantially Completed August 17, 1984
All Work Completed	November 15, 1984	
Project	Trout Creek-Prairie Creek	
Highway	Wallowa Lake	
County	Wallowa	
Type of Work	Paving	
Contractor	Rogers Asphalt Paving Co.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted R Gormsen

May 15, 1985 - Surety letter written.

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

1720 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

WALLOWA Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Trout Cr.-Prairie Cr./Surface Preservation

REGION: 5

Hwy #10 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 32-1556

DATE: 12/16/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
(cy) Adams
(cy) Macnab
2 ~~[illegible]~~ Edwards E
Turpin
3 Trout
(cy) Wekerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY Roger C Lang	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE 12/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2 [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Trout Creek-Prairie Creek/Surface Preservation			KEY ID # 02309 REGION 5
STATE HIGHWAY # 10	HIGHWAY NAME Wallowa	MILE POST FROM 63.2 TO 68.1	LENGTH 4.9 mi.
☒ URBAN ☒ RURAL	CITY Enterprise	COUNTY Wallowa	ROAD/STREET NAME -
ROUTE # 82	FEDERAL AID # 7	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 5
RIGHT OF WAY		$
ROADWAY	$ 160	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
10% ENGINEERING & CONTINGENCIES	$ 16	
TOTAL CONSTRUCTION		$ 176
TOTAL ESTIMATE		$ 181

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	n/a
DESIGN CATEGORY	(1-7)	n/a
WORK TYPE	(1-12)	6

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State Preservation	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

This section of highway is showing severe wearing surface deterioration. Immediate action is required to protect our investment.

PROPOSED SOLUTION

Overlay the section with 1½" Class "B" AC commercial mix.

REQUESTED, REGION ENGINEER X	DATE 12/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Trout Cr. - Prairie Cr./Surface Preservation

REGION
5

PROJECT JUSTIFICATION

This section of highway has received little upgrading of the wearing surface since construction. Portions of this section were constructed in the 30's and 40's and have received only nominal maintenance. Immediate action is necessary if we are to protect our investment and avoid costly repairs.

It is proposed a 1½ inch overlay be placed over the section to preserve and upgrade the wearing surfaces. The project is fairly straight forward requiring minimal P.E. and contract administration. It is anticipated the District Maintenance Supervisor will handle the project. Suggested completion date is 9-15-83. The estimate shown on the District 12 Summary of 12/13/83 did not allow for E. & C. or P.E.

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

(Region has no objection to General Services Contract for this project.)

ADMINISTRATION RECOMMENDATION

1984 Gales Creek-Sunset Hwy. 9821
Sec., Wilson River Highway.
West of Banks (paving & guardrail)

9821

December 26, 1986

CON 5 - #9821

Insurance Company of North America
P.O. Box C-90026
Bellevue, WA 98009

On December 12, 1986, we wrote to you concerning release of final payment on Contract No. 9821 awarded to Baker Rock Crushing Co. for work on the Gales Creek-Sunset Highway Section of the Wilson River Highway in Washington County.

Final payment on this contract is $10,454.91 and the total contract amount is $661,902.09, including $19,487.89 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
123 NE Third, S#465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

cgc

9821

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9821

TO: Commission Services

DATE: December 5, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9821, On Site Work Substantially Completed September 27, 1984

All Work Completed July 11, 1986

Project Gales Creek-Sunset Highway

Highway Wilson River

County Washington

Type of Work Paving and Guardrail

Contractor Baker Rock Crushing Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-11-86 - Surety letter written.

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

●6

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gales Creek - Sunset Highway

WEEK ENDING: February 23, 1985

SECTION PREFIX: 034-1555

HIGHWAY: Wilson River

COUNTY: Washington

NAME OF JOB: Gales Creek - Sunset Highway

KIND OF WORK: Paving and Guard Rail

CONTRACTOR: Baker Rock Crushing Co.

CONTRACT NUMBER: 9821

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 16, 1984

DATE WORK STARTED: June 6, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS 90

SPECIFIED CALENDAR DAYS

WORK DAYS USED 94

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 103

PROJECT AUTHORIZATION: $ 775,726

EXCLUSIVE OF ENGINEERING: $ 714,214

ENGINEERING AUTHORIZATION $ 61,511

This Week -0-

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 672,002

ENGINEERING COST TO DATE $ 46,133

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 5.4 %

PERCENT OF AUTHORIZATION 75 %

DATE PROJECT WAS COMPLETED: August 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	Chip Seal MAINTENANCE MATERIALS	Grd Rail OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			8.92	0.6	4.75
MILES PARTIALLY COMPLETED			8.92	0.6	4.75
MILES COMPLETED			8.92	0.6	4.75
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,950tn	3,425lf	16,500tn
TOTAL QUANTITIES CORRECTED TO DATE			1,739tn	3,689lf	16,930tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,739tn	3,689lf	16,930tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Compl	Compl	Compl
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7683	7684	7685	8033				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17		94		
MONDAY 18	Rain	94		
TUESDAY 19	Rain	94		
WEDNESDAY 20	Rain	94		
THURSDAY 21	Rain	94		
FRIDAY 22	Showers	94		
SATURDAY 23		94		

CE F CAE .... RECEIVED LS...... TC......
COE.... OM
OE .... FE ...... CP ......
CA............... FQC.........
CAM .... CONSTRUCTION QCS............
EEO............... SECTION FILE............

CONTR. NO: 9821 DATE: Feb. 23, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No activity.
MONDAY 18	No activity.
TUESDAY 19	No activity
20 WEDNESDAY	No Activity.
21 THURSDAY	No activity.
FRIDAY 22	No activity.
SATURDAY 23	No activity

REMARKS

STATUS: Semi-final data was submitted to Region February 21, 1985.
Final report.
Third Notification pending receipt of wage certification from contractor.

VISITORS: None

NEXT WEEK:

SIGNED Walt Bart LOCATION SYLVAN

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9521 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1984

In Reply Refer to
File No.:

CON 5

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Time Extension Request
Gales Creek-Sunset Highway
Contract No. 9821

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 4 calendar days is granted due to the extra work performed under Order for Extra Work No. 1. The adjusted contract time for completion of this contract is 94 calendar days.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
Bruce Walton

rm 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Marion Craft,
Region Construction Engineer

DATE: September 28, 1984

M: Walt Bartel,
Project Manager

JECT: Gales Creek - Sunset Highway Section
Wilson River Highway
Washington County
Contract No. 9821

Enclosed for your review and appropriate action please find two copies of the "Contractor's Request for Adjustment of Contract Time" with consent of surety for the subject project. Baker Rock Crushing Co., the prime contractor, is requesting 8 additional days be granted for completion of the project work based on the performance of extra work.

The following dates should be considered when evaluating the contractor's request.

Date of Award: May 15, 1984
Contract Completion Time Limit: 90 CD
Date Day Count Began: May 30, 1984
Date of First Notification: June 6, 1984
Date of Second Notification: September 27, 1984
Calender Days Used: 94
Excess Calender Days Used: 4

Extra work was performed on a total of 12 workdays during the course of the project. One day was spent constructing guard rail flares, ten days were used to subexcavate and backfill soft spots in the existing pavement and repair pavement failures in the shoulder areas, and one day was necessary for sweeping the excess chip seal aggregate from the roadway.

The time spent on the performance of extra work is greater than the calender days assessed for liquidated damages. Therefore, I recommend that 4 calender days be granted for a time extension based on the extra work performed. This will eliminate all liquidated damages assessed against the contract.

Walter Bartel

Walter Bartel,
Project Manager

10-9-84
W. E. Schwartz -
I concur with Region and Proj. Mgr. and recommend a 4 C.D. time extension due to work done under EWO. No. 1.
WGB

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ OCT 05 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION OCS___
EEO___ SECTION FILE___

cc: Files

Orig attachment

c: Bryant Jackman with original attachments.

Due to the extra work involved, and the number of days in which extra was done, I recommend we grant 4 days time extension, which will eliminate all liquidated damages. Marion Craft
10-3-84

9821 t

September 21, 1984

Baker Rock Crushing Co.
21880 S. W. Farmington Road
Beaverton, OR 97007

CON 5
#9821

Gentlemen:

Thank you for providing us a copy of the Satisfaction and Full Release dated August 29, 1984, from Beachell Rock Hauling, Inc. which acknowledges receipt of $6,592.06 in connection with a claim against Contract No. 9821 for work on the Gales Creek-Sunset Highway Section of the Wilson River Highway in Washington County.

This releases all claims by Beachell Rock Hauling, Inc. against this contract.

The above information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Insurance Company of
North America
14711 N. E. 29th Place
Bellevue, WA 98007

Beachell Rock Hauling, Inc.
Route 2, Box 75-D
Gaston, OR 97119

RECEIVED
AUG 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Recd from
Baker Rock
Crushing Co.

SATISFACTION and FULL RELEASE

To: Oregon Department of Transportation
Attn: Robert W. Gormsen, Commission Services

To: Insurance Co. of North America
Bonding Division

To: Emery & Karrigan, Inc.
123 NE Third, Room 465
Portland, Oregon 97232

To: Oregon Department of Labor & Industries
1400 S.W. Fifth
Portland, Oregon 97201

To: Baker Rock Crushing Co.
21880 S.W. Farmington Road
Beaverton, Oregon 97007

To: Tualatin Valley Paving
21880 S.W. Farmington Road
Beaverton, Oregon 97007

From: Beachell Rock Hauling, Inc.

Re: Claim Against Baker Rock Crushing Co. and
Tualatin Valley Paving
Claim Against INA Bond on Oregon Department of Transportation
Contract #9821

For valuable consideration of $6,592.06, the receipt of which is hereby acknowledged, I, Dennis Beachell, President of Beachell Rock Hauling, Inc., an Oregon corporation, acting as the duly authorized agent of said corporation and for myself personally, do hereby acknowledge full satisfaction of all sums due to said corporation and me from Baker Rock Crushing Co. and on Oregon Department of Transportation contract #9821 and do hereby make this full release of said Baker Rock Crushing Co., and its subsidiaries, divisions and affiliates, its surety, Insurance Co. of North America and Tualatin Valley Paving of and from any and all claims, demands, suits and actions by said Beachell Rock Hauling, Inc. and me personally for all sums due said Beachell Rock Hauling, Inc. and/or me for rock and asphalt hauling, truck and trailer useage, labor and all the services provided to Baker Rock Crushing Co. related to Oregon Department of Transportation contract #9821 and all other projects from the beginning of the world to the date hereof.

Signed on August 29, 1984 in Forest Grove, Oregon.

Beachell Rock Hauling, Inc.

x Dennis Beachell
Dennis Beachell
personally

By: x Dennis Beachell
Dennis Beachell, President
Beachell Rock Hauling, Inc.

9821. CL 84-153 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

August 17, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9821

Beachell Rock/Hauling, Inc.
Rt. 2 Box 75-D
Gaston, OR 97119

Gentlemen:

This will acknowledge your statement dated August 14, 1984, in which you wish to file a claim against the following Highway Division contract:

FILED BY:	Beachell Rock/Hauling, Inc.
AMOUNT:	$7,299.12
FOR:	Hauling material
AGAINST (Prime contractor)	Baker Rock Crushing Co.
SUBCONTRACTOR:	Tualatin Valley Paving, Inc.
CONTRACT NO.:	9821
PROJECT:	Gales Creek-Sunset Highway, Wilson River Highway, Washington County
SURETY:	Insurance Company of North America
AGENT:	Emery & Karrigan, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

ED ON CARD
8-22-84

cc: Insurance Co. of North America
Emery & Karrigan, Inc.
Baker Rock Crushing Co.

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Contract # 9821

STATEMENT

Beachell Rock/Hauling, Inc.
Rt. 2 Box 75-D
Gaston OR 97119

8/14/84

Amount Due From: Tualitin Valley Paving, Inc. and
Baker Rock Crushing, Co., Inc.
21880 SW Farmington Road
Beaverton OR 97005

For: Rock and Asphalt Hauling 6/26/84 thru 8/9/84.

Asphalt	6/26/84	2 hrs 30 min @	$33.00	$ 82.50
Rock	6/26/84	55 min @	33.00	30.25
Rock	6/27/84	9 hrs 30 min @	43.00	408.50
Rock	6/28/84	7 hrs 25 min @	43.00	318.90
Rock	7/02/84	2 hrs 15 min @	33.00	74.25
Asphalt	7/02/84	7 hrs 20 min @	33.00	242.00
Rock	7/03/84	3 hrs 35 min @	33.00	118.25
Asphalt	7/05/84	4 hrs 38 min @	43.00	199.36
Asphalt	7/06/84	10 hrs 35 min @	43.00	455.06
Asphalt	7/18/84	2 hrs 55 min @	43.00	125.38
Rock	7/18/84	6 hrs 57 min @	33.00	229.35
Rock	7/19/84	8 hrs 55 min @	33.00	294.25
Rock	7/20/84	10 hrs 12 min @	33.00	336.60
Asphalt	7/23/84	8 hrs 17 min @	33.00	273.35
Rock	7/23/84	1 hr 28 min @	33.00	48.40
Asphalt	7/24/84	8 hrs 48 min @	33.00	290.40
Asphalt	7/25/84	8 hrs 50 min @	45.00	397.50

TOTAL HAULING 6/26 thru 7/25 $3924.30

Asphalt	7/26/84	10 hrs 40 min @	45.00	480.00
Rock	7/27/84	7 hrs @	45.00	315.00
Asphalt	7/27/84	2 hrs 17 min @	45.00	102.75
Rock	7/28/84	6 hrs 37 min @	45.00	297.75
Asphalt	7/30/84	4 hrs 18 min @	45.00	193.50

Rock	7/30/84	1 hr 23 min	@ $45.00	$ 62.25
Asphalt	7/31/84	4 hrs 30 min	@ 45.00	202.50
Asphalt	8/01/84	6 hrs 24 min	@ 45.00	288.00
Rock	8/02/84	1 hr	@ 33.00	33.00
Asphalt	8/02/84	5 hrs 15 min	@ 45.00	236.25
Asphalt	8/03/84	7 hrs 52 min	@ 45.00	354.00
Asphalt	8/06/84	10 hrs 27 min	@ 45.00	470.25
Asphalt	8/07/84	7 hrs 21 min	@ 45.00	330.75
Rock	8/08/84	4 hrs 55 min	@ 45.00	221.25
Asphalt	8/08/84	4 hrs 40 min	@ 45.00	210.00
Asphalt	8/09/84	2 hrs 8 min	@ 45.00	96.00

TOTAL HAULING 7/26 thru 8/9		$3893.25
TOTAL HAULING		7817.55
Fuel Charges - Beginning Balance 6/26/84	$ 10.00	
7/2 Credit on rock	-85.60	
Fuel Charges	783.16	
7/25 Credit July hauling	-708.06	
Balance 7/25/84		-.50
8/03/84 87 gals @ .929	80.82	
7/27/84 115 gals @ .929	106.84	
7/30/84 95 gals @ .95	90.25	
8/01/84 100 gals @ .905	90.50	
8/07/84 139.4 gals @ .965	134.52	
Shop Parts	15.00	
		-517.93
TOTAL BALANCE DUE		$ 7299.12

Dennis K. [illegible] (President)

9821

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: FILE

DATE: April 6, 1984

Norman E Mann

FROM: Norman E. "Bud" Mann
Final Design Supervisor

SUBJECT: Project Name Change
Timmerman Rd.-Wilkesboro O'Xing Section
Wilson River Highway
Washington County

mb

It has been necessary to change the name of this project

FROM: Timmerman Road-Wilkesboro O'Xing Section

TO: Gales Creek-Sunset Highway Section

Scheduled: May, 1984

NEM:sh

cc: Region 1
Environment
Project Management
Structures
Right-of-Way
Traffic
Location

mb

Contains Recycled Materials

9821

10243 3

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2250

SECTION Timmerman Road -Sunset Highway

REGION Metro Region

SURVEY AUTHORITY Hwy #37

AUTHORIZATION NO. 1

PREFIX 34-1555

DATE 1/12/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1000	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT	0		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	0		932 RAILROAD & UTILITIES					

TOTALS	$	$ 9,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

DMS would like to remove a small quantity of existing surfacing to improve vertical alignment at one location. Without field data, no attempt was made to include this item in the cost estimate.

Base design should be the same as Gales Creek-Sunset Highway Project (Plan 17V-67).

1 Versteeg ✓
Anderson
(cy) Adams
(cy) Macnab
2 Edwards E
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

PREPARED BY	DATE 1-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

10243
SEE INSTRUCTIONS ON REVERSE

KEY ID # 02250

SECTION Timmerman Road - Sunset Highway			REGION Metro Region
STATE HIGHWAY # 37	HIGHWAY NAME Wilson River	MILE POST FROM 43.88 TO 51.57	LENGTH 7.69
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME
ROUTE # 6	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING (✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES	(#)	0
ROADWAY	$ 420		STRUCTURES (✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 22		Guardrail	X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	0
30% ~~10%~~ ENGINEERING & CONTINGENCIES	$ 131		DESIGN CATEGORY (1-7)		CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 573	WORK TYPE (1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2 & 3	
STRUCTURES (#)		
SIGNALS (#)	-	
BIKE PATH (Y/N)	-	
AVERAGE DAILY TRAFFIC	3,950	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Areas that were not included in the last overlay project for this section are showing distress.
Guardrail @ Wilksboro o/xing is Type 1 w/type A end piece.
(M.P. 49.68)

PROPOSED SOLUTION

Two-inch overlay to upgrade to same condition as adjacent areas plus 1/2" leveling coarse. Install current standard guardrail. Bridge connections are to be salvaged and reinstalled.

REQUESTED: REGION ENGINEER	DATE 1-11-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10243

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION	Timmerman Road - Sunset Highway
REGION	Metro Region

PROJECT JUSTIFICATION

The areas this request addresses are between or adjacent to a recent project. These areas have continued to deteriorate and should be repaired.

ADMINISTRATION RECOMMENDATION

10243

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Timmerman Road - Sunset Highway

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0		

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55	DESIGN STANDARDS OSHD

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				6			12	x	12	12*		6				
				6			12		12	12*		6				

* = climbing lane 43.30 - 45.36

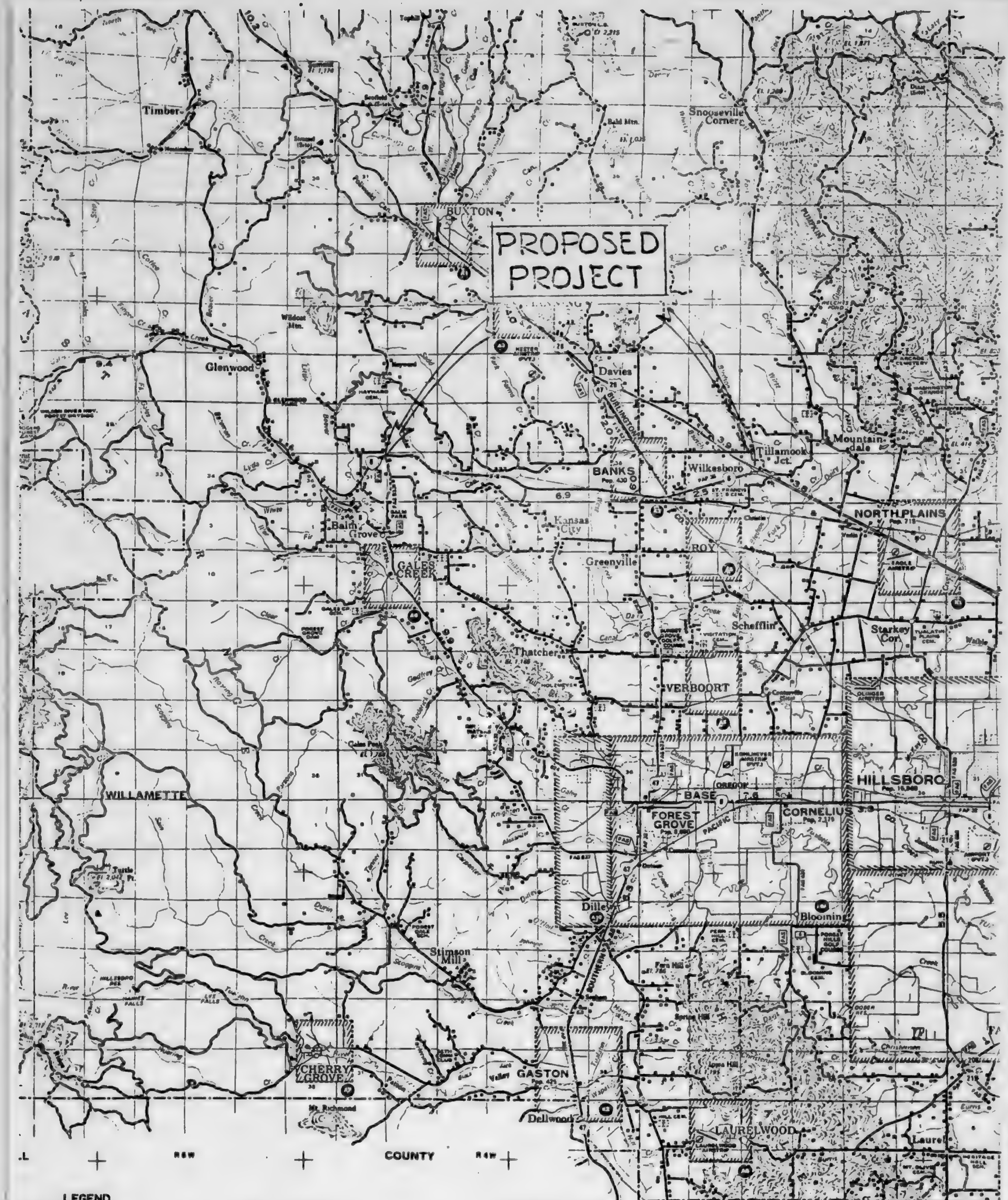
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
1/2" AC Leveling	X	X			
2" AC Overlay	X	X			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			


PROPOSED PROJECT
Timber
Snooseville Corner
Bald Mtn.
BUXTON
Wildcat Mtn.
Glenwood
Davies
BURLINGTON
Tillamook Jct.
Mountaindale
BANKS
Pop. 430
Wilkesboro
NORTH PLAINS
Pop. 715
Balm Grove
Kansas City
ROY
GALES CREEK
Greenville
Scheffiin
Starkey Cor.
Thatcher
VERBOORT
HILLSBORO
Pop. 10,980
WILLAMETTE
BASE
FOREST GROVE
CORNELIUS
Pop. 2,375
PACIFIC
Dilley
Blooming
Stimson Mill
CHERRY GROVE
GASTON
Dellwood
Mt. Richmond
LAURELWOOD
Laurel
YAMHILL
COUNTY
R 6 W
R 4 W
T 2 S
LEGEND
RIVER WITH RAPIDS
RIVER WITH DOCK, NAVIGABLE
LAKE, POND, OR RESERVOIR
INTERMITTENT LAKE
FACTORY OR INDUSTRIAL PLANT
SAWMILL
CEMETERY
HOSPITAL OR REST HOME
ARRANGEMENT OF SHEETS FOR WASHINGTON COUNTY

1984 SE 82nd Ave. at SE Causey 9822
Rd. Sec, Cascade Hwy. N.
(traffic signal)

98 [illegible]

N

September 17, 1985

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

AGR

Jerry Foy
Westwood
7941 S.E. Johnson Creek Blvd.
Portland, OR 97206

MISC. CONTRACTS and
AGREEMENTS No. 8424

Attached for your files is a fully executed copy of an agreement for installation of traffic control equipment on 82nd and Causey Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

rw

Attachment

bc: Gary Potter W/Att. Agree.

May 7, 1985

South Carolina Insurance Co.
c/o Fred S. James & Co.
111 SW Columbia Street
Portland, OR 97201

CON 5
#9822

Gentlemen or Ladies:

On April 26, 1985, we wrote to you concerning release of final payment on Contract No. 9822 awarded to Tice Electric Company for installation of fire preemption signals on SE 82nd Avenue at SE Causey Road Section of Cascade Highway North in Clackamas County.

Final payment on this contract is $500.00 and the total contract amount is $32,785.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Tice Electric Company
PO Box 15009
Portland, OR 97215

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9822

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 19, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9822,	On Site Work Substantially Completed	October 30, 1984
All Work Completed	November 29, 1984		
Project	SE 82nd Ave. @ SE Causey Rd.		
Highway	Cascade Highway North		
County	Clackamas		
Type of Work	Traffic Signal Installation		
Contractor	Tice Electric Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

April 26, 1985 - Surety letter written

noted
RWGormsen

81-125-1387

Contains Recycled Materials

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 82nd Avenue at S.E. Causey Road

WEEK ENDING: December 1, 1984

SECTION PREFIX: 003-1154

HIGHWAY: Cascade Highway North

COUNTY: Clackamas

NAME OF JOB: S.E. 82nd Avenue at S.E. Causey Road

KIND OF WORK: Fire Pre-Emption System Installation

CONTRACTOR: Tice Electric Company

CONTRACT NUMBER: 9822

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 1, 1984

DATE WORK STARTED: September 18, 1984

ESTIMATED COMPLETION DATE: December 15, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 45

CALENDAR DAYS USED: 43

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 40,103.63

EXCLUSIVE OF ENGINEERING: $ 36,601.13

ENGINEERING AUTHORIZATION: $ 3,502.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,210.00

ENGINEERING COST TO DATE: $ 3,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 4.3 %

PERCENT OF AUTHORIZATION: 86 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Fire Pre-Emp System							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Rain			
WEDNESDAY	Showers			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY				

CE____ CAE____ RECEIVED LS____ TC____
COE____ CM____ SA____ CC____
CA____ DEC 4 1984 FE____
CAM____ MA____
CP____ CONSTRUCTION QCS____
DEO____ SECTION FILE____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Project complete. Office crew working on semi-final.

NOTE: Third Notification will be submitted after certification for wood pole received. Semi-Final will be submitted by 12-8-84.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

32

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.E. 82nd Avenue at S.E. Causey Road	WEEK ENDING November 10, 1984	SECTION PREFIX 003-1154
HIGHWAY Cascade Highway North	COUNTY Clackamas	
NAME OF JOB S.E. 82nd Avenue at S.E. Causey Road	KIND OF WORK Fire Pre-Emption System Installation	
CONTRACTOR Tice Electric Company	CONTRACT NUMBER 9822	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 1, 1984	DATE WORK STARTED September 18, 1984	ESTIMATED COMPLETION DATE December 15, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 45	WORK DAYS USED CALENDAR DAYS USED 43
PROJECT AUTHORIZATION: $ 40,103.63	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 36,601.13	ENGINEERING AUTHORIZATION $ 3,502.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 35,210.00	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED October 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Fire Pre-Emp System							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	0		
MONDAY	Cloudy	0		
TUESDAY	Cloudy	0		CE F CAE RECEIVED LS TC
WEDNESDAY	P. Cloudy	0		COE OM SA CC
THURSDAY	Rain	0		CA NOV 14 1984 PE CAH MA
FRIDAY	Rain	0		CP CONSTRUCTION UCS LEO SECTION FILE
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Project complete. Office crew working on semi-final.

NOTE: Holding for letter requesting final inspection from contractor. Third Notification and semi-final to be submitted approximately 11-16-84.

SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9822

CONTRACT NO. 9822 +

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SECTION S.E. 82nd Avenue at S.E. Causey Road	HIGHWAY Cascade Highway North	F.A. PROJECT NUMBER State
COUNTY Clackamas	JOB PREFIX 3-1154	KIND OF WORK Traffic Signal
CONTRACTOR Tice Electric Co.	AWARD DATE JUN 21 '84	WORK DAY COUNT BEGINS
PROJECT MANAGER Gary Kennen	LOCAL GOVT. OR CONSULTING ENGINEER	REGION ENGINEER Allan Harwood

SPECIFIED COMP. DATE 45 CD or 12/15/84	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION	COMMISSION ACCEPT. DATE –
			SECOND NOTIFICATION	STORED IN BOX NUMBER
			THIRD NOTIFICATION	LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 32,600.00
ANTICIPATED ITEMS	AMOUNT	
State Furnished signal program	$ 700.00	
Signal controller testing	1,725.00	
TOTAL ANTICIPATED ITEMS		2,425.00

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 35,025.00
CONTINGENCIES (4½ %)	$ 1,576.13
ENGINEERING (10 %)	$ 3,502.50
SUBTOTAL	$ 40,103.63
CREDIT:	( )
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 40,103.63
AUTH. INCREASE APPROVED	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON REVERSE SIDE

FORM 734-1139 (REV. 3 83)

9822

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS · STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

June 19, 1984

Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

SUBJ: Power of Attorney - S.E. Causey Avenue
Emergency Traffic Signal System (Agreement 7909)

Dear Mr. Potter:

Pursuant to your letter of May 21, I have herewith attached a limited power of attorney for the Local Government Investment Pool on the above mentioned project. As you will note, the power of attorney is in the sum of $20,050.00. Approximately that amount will be transferred from the Development Agency's fund to the Local Government Investment Pool.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely yours,

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/mb
Attach.

Originals forwarded to Acctg 6-21-84 RLW

PROGRAM SECTION
JUN 20 '84
Manager
Resource Unit
Project Unit
Program Unit
Zahner
Circle one
[✓ Act] Info File

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

84-732

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 20,050.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with emergency traffic
Project Name

signal system at 82nd Avenue and S.E. Causey Avenue (Agreement 7909)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Development
Local Government Unit

Agency

this 14th day of June, 198__ by a vote of the majority of a quorum of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Robert Schumacher, Chairman

Dale Harlan, Commissioner

Ralph Groener, Commissioner

Form No. 734-1812(2-80)

1P-22

[illegible]

P&O

Winston Kurth
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, OR [illegible]

Dear Mr. Kurth:

On May 24, 1984 we received a satisfactory bid from Tice Electric Co., P.O. Box 1[illegible], Portland, OR 97215 for the S.E. 82nd Ave. @ S.E. Causey Rd. Section of the Clackamas Highway North.

The Construction-Finance Agreement No. 7[illegible] requires the county to deposit its share of the construction costs at this time. The County's share is computed as follows:

Contractor's Bid		$3[illegible].00
Anticipated Additional Items:		
State Furnished Signal [illegible]	[illegible]	
Signal Controller Testing	1,725.00	2,425.00
SUBTOTAL		$3[illegible].00
Contingencies ([illegible])		[illegible]
Engineering ([illegible])		[illegible].50
TOTAL CONSTRUCTION COST		$4[illegible]
Less State Share ([illegible])		[illegible].82
COUNTY SHARE		$20,0[illegible]
ROUNDED		$2[illegible],000.00

Please submit your $[illegible], which should arrive not later than June 15, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

RLG:pf
Attachment
bcc w/AD # 84-49: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-4[illegible] when deposit is received.

Rec'd 6-20-84
LGIP
BRD

9822

DEPARTMENT OF ENVIRONMENTAL SERVICES

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

November 1, 1983

Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

SUBJ: S.E. Causey Avenue Road Traffic Signal Project
(Agreement #7909)

Dear Gary:

Attached herewith is a limited power of attorney for the above mentioned project in the amount of $2,300.00 as requested.

Sincerely yours,

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/mb

Attach.

cc: John Rose
Highway Division
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Orig- to Jan Peterson - Acctg
11-4-83

PROGRAM SECTION
MANAGER GP PROJECT UNIT ✓
NOV 4 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

902 ABERNETHY ROAD ★ **OREGON CITY, OREGON 97045** ★ **(503) 655-8521**

83-1813

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $2,300.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with a traffic/fire signal at
Project Name

the intersection of S.E. Causey Avenue and 82nd Avenue (Agreement #7909)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Development Agency
Local Government Unit

this 27th day of October, 1983 by a vote of the majority of a quorum of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Robert Schumacher - Chairman

Ralph Groener - Commissioner

Dale Harlan

Dale Harlan - Commissioner

Form No. 734-1812(2-80)

7802

September 29, 1983

Clackamas County Development Agency
902 Abernethy Road
Oregon City, OR 97045

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7701

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for installation of a fire station signal on 82nd Avenue (Cascade Highway North) at S.E. Causey Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

7822

September 27, 1983

Winston Kurth
Department of Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. Kurth:

We are about to begin the preliminary engineering (P.E.) phase of the Cascade Highway North (82nd Avenue) at S.E. Causey Road traffic signal project to install traffic control signal equipment.

As described in our Agreement No. 7909, the Clackamas County Development Agency should now submit a P.E. advance deposit in the amount of $2,300, using one of the three options for payment described in the attachment, so that we may begin work.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:md
Attachment

bcc: w/AD #83-89: Jon Rose, Metro Region
V. E. Skoog - Please return completed AD #83-89 when the advance deposit is received.

W

7222

HOLMES
FOR

DEPARTMENT OF ENVIRONMENTAL SERVICES

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

September ~~13~~ 14, 1983

Jon Rose
Federal Aid Specialist
Department of Transportation
9002 S. E. McLoughlin
Milwaukie, OR 97222

Enclosed please find the signed agreements for the Fire Pre-emption Signal project on 82nd Avenue at Causey Road. We have several items that we wish to place on record that would have some effect on this agreement.

The first item involves our request that the signal be designed as a standard full actuated signal. However, use only the equipment necessary for the fire signal. When the intersection meets warrants the balance of the equipment could be added.

The second item involves Item 3 under Agency Obligation, Signal Responsibility and Energy Costs - we are presently working with you on revising the statewide signal agreements for the Counties and Cities. We wish to reserve the right to modify Item 3 to those changes.

If you need more information, please call.

Bernard L Straight

BERNARD L. STRAIGHT - Traffic Engineer
Polisy & Project Development Division

/hb

cc: L. E. George

From Metro JON ROSE
Date 9-[illegible]-83
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: Here are 3 copies of the agreement for traffic signals at 82^nd Ave and Causey Ave. The County signed with a couple of conditions reserving the right to supplement the agreement later. The letter should remain as part of the document. Please process Jon Rose

2/13

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

7522

DATE: May 24, 1983

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

Agenda
6-21-83
1A-6

SUBJECT: S.E. 82nd Avenue at S.E. Causey Road
Cascade Highway North
Clackamas County

On the consent calendar for the June meeting will be a request to add to the Six-Year Highway Improvement Program a fire preempt signal project on 82nd Avenue (Cascade Highway North) at Causey Road.

A new fire station is to be built on Causey Road. Fire District 1 has requested the signal to allow emergency vehicles immediate access to 82nd Avenue.

The estimated cost of this project is $46,000, and would be split equally between the State and the Clackamas County Development Agency.

I recommend your approval and request authorization to sign the necessary project agreements for and on your behalf.

DT:pf

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
Edward L. Hardt
George Bell

9822

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: H. S. Coulter
State Highway Engineer

DATE: May 20, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

Robert N Bothman

Ok
HSC

SUBJECT: S.E. 82nd Avenue at S.E. Causey Road
Cascade Highway North
Clackamas County

A new fire station is to be built on Causey Road at Price-Fuller Road. Fire District 1 has requested that a fire preempt signal be installed on 82nd Avenue (Cascade Highway North) at Causey Road. This will allow emergency vehicles immediate access to 82nd Avenue.

The estimated cost of this project is $46,000 and would be split equally between the State and the Clackamas County Development Agency.

I request that this project be addressed at the June Commission meeting. A draft of a suggested letter to the Commission is attached.

DT:pf

[illegible] ok

RECEIVED
STATE HWY ENGR
MAY 23 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

68 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION S.E. 82nd Ave. @ S.E. Causey Rd.

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 3- 1436

DATE May 3, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0	0	916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0	0	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	600
905 FINAL DESIGN	1,500	1,500	920 PROGRAM MANAGEMENT	100	100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,000	2,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION	3,000	3,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 9,400	$ 9,400
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX N/A

FEDERAL AID PROJECT NUMBER N/A

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Cy Anderson
2 Adams
Cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
Cy Wakerlig
5 Molly

RECEIVED
SEP 16 1983
ROAD DESIGN SECTION

Cy to Lyle

Do Not File ☐
Return To
Bring Up /
Action

PREPARED BY	DATE 5-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/30/83
RECOMMENDED, REGION ENGINEER X	DATE 5-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 5/26/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1818

REGION: Metro

SECTION: S. E. 82nd Ave. @ S.E. Causey Road

STATE HIGHWAY # 68	HIGHWAY NAME Cascade North	MILE POST FROM 8.63 TO	LENGTH 0.0
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Clackamas	ROAD/STREET NAME S.E. 82nd Ave.
ROUTE # ORE 213	FEDERAL AID # FAU 9713	APPLICANT (IF OTHER THAN STATE) Clackamas County Development Agency	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 9.4
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 38	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ Included	
TOTAL CONSTRUCTION		$ 38
TOTAL ESTIMATE		$ 47.4

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7.
WORK TYPE	(1-12)	9.

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Cooperative	1983

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	20,800	30,500
YEAR OF AVERAGE DAILY TRAFFIC	1981	2002

DEFINE THE PROBLEM

A new fire station is to be built on Causey Rd. @ Price-Fuller Rd. Fire District No. 1 has requested that a fire pre-empt signal be installed on 82nd Ave. @ Causey Rd. This will allow immediate access to 82nd Ave. for fire trucks during emergencies.

PROPOSED SOLUTION

Install a fire pre-empt signal with an opticom controller. Future traffic signalization, when warranted, should be considered in the design so that all materials can be used in place.

REQUESTED, REGION ENGINEER
X Edward L Hunt — DATE 5-4-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X — DATE — TRANSP. COMM APPROVAL DATE — PROGRAM YEAR — FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. 82nd Ave. @ Causey Road

REGION
Metro

PROJECT JUSTIFICATION

This intersection does meet the warrant for a fire station signal. The local agency has agreed to share equally with the State in the cost of the installation. W. E. Schwartz, Assistant State Highway Engineer, has approved proceeding with the project.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. 82nd Ave. @ S.E. Causey Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	E	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#)	0	NEW (#)	1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES: S (LIST BELOW)

COMPANIES

Portland Gen. Elec.	Liberty Cable TV
Pac. N.W. Bell	Storer Cable TV
Clack. Water Dist.	Barwell Park Water Dist.
Clack. Sewer Dist. 2	
N.W. Nat. Gas	

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	C	-	-	-	16'	12'	14'	12'	16'	-	-	-	C	-	-

NO CHANGE BY THIS PROJECT

PROPOSED

SUGGESTED BASE DESIGN

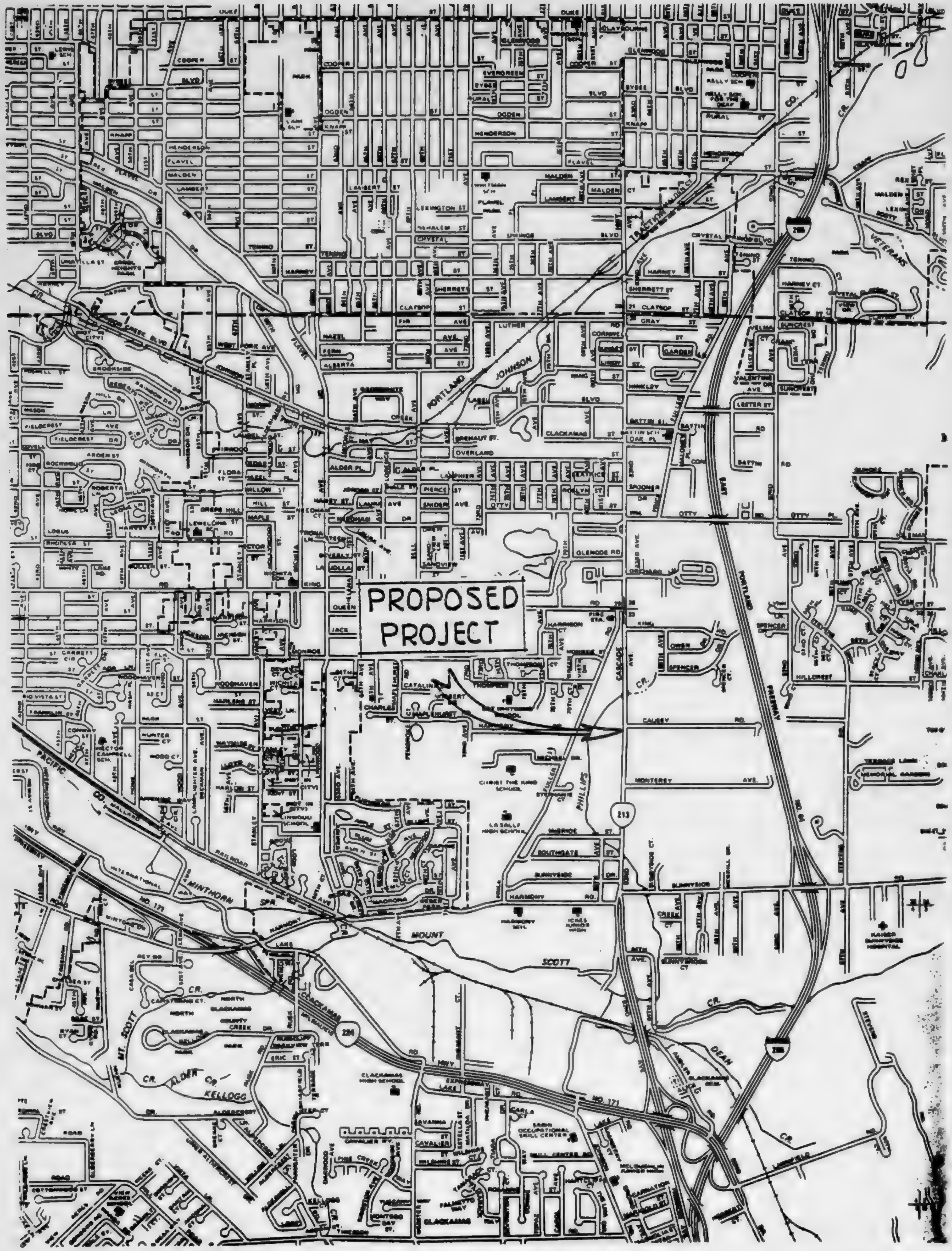
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
David E.
Location Engineer
Date 1/25/83

734-1912 (7-82)


PROPOSED PROJECT
DUKE ST
CLAYBOURNE
GLENWOOD
COOPER
BLVD
OGDEN
KNAPP
HENDERSON
FLAVEL
MALDEN
LAMBERT
LEXINGTON ST
NEHALEM ST
CRYSTAL SPRINGS BLVD
TENINO
HARNEY
SHERRETT ST
CLATSOP
FIR AVE
LUTHER
JOHNSON CREEK BLVD
WEST FORK AVE
PORTLAND TRACTION CO.
JOHNSON
BROOKSIDE
FIELDCREST
CLACKAMAS
OVERLAND
KING
HARRISON
MONROE
THOMPSON
CAUSEY
MONTEREY AVE
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
PHILLIPS
213
SOUTHGATE
SUNNYSIDE
HARMONY RD.
HARMONY SCH.
MOUNT SCOTT CR.
INTERNATIONAL WAY
RAILROAD
SOUTHERN PACIFIC CO.
NO. 171
CLACKAMAS
224
CLACKAMAS HIGH SCHOOL
KELLOGG
ALDER CR.
MT. SCOTT CR.
CLACKAMAS COUNTY PARK
NORTH CLACKAMAS
DEAN CR.
205
PORTLAND FREEWAY
VETERANS
KAISER SUNNYSIDE HOSPITAL
TERRACE LAWN MEMORIAL GARDENS
SPENCER
HILLCREST
CLACKAMAS OCCUPATIONAL SKILL CENTER
LAKE RD
EXPRESSWAY
CAUSEY

STATE OF OREGON INTEROFFICE MEMO

TO: PAT SCHWARTZ
Asst. State Highway Engineer

DATE: January 28, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: TRAFFIC SIGNAL ON 82ND AVENUE
FOR FIRE DISTRICT NO. 1

Attached you will find a copy of a December 15, 1982 letter from Fire District No. 1 in Clackamas County requesting a traffic signal for the Fire District's use in entering 82nd Ave. We have reviewed the signal warrants for a fire station signal and find that they are met for this request. Our cost estimate for the traffic signal is $38,000, exclusive of preliminary engineering cost.

I would like to be able to advise the Fire District that we will participate 50/50 with them for this installation, which is our usual practice. Unfortunately, we have no betterment money to put up for the Highway Division's share. That being the case, I have one of two choices --- either get an authorization to use State construction funds for the State's share of the contract and proceed with the installation, or else advise the District that since we have no money for this work that their request has to be denied. I would much prefer to tell them that we can share the cost with them and proceed with a contract, but in order to do so I need your authority to spend that money.

ELH/cp
cc Maury Payne

Approved - Proceed w/Agreement

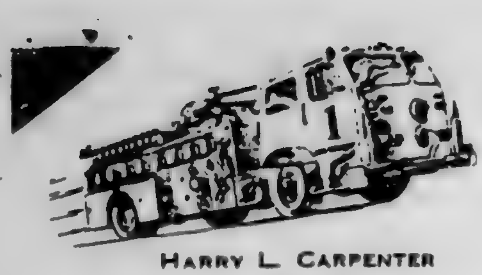
Orig to
Ed Hardt
3/23

RECEIVED
STATE HWY ENGR
JAN 31 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

25-1367

Contains Recycled Materials



HARRY L. CARPENTER
CHIEF

FIRE DISTRICT NO. 1

10639 S. E. FULLER ROAD • MILWAUKIE, OREGON 97222
FIRE ONLY 659-5444 • BUSINESS PHONE 654-7764

OM MRE OE DPM CE
TSS RECEIVED ME
US DEC 16 1982 HDM
CSS Metro Region TAM
SD PA E/A BUD LM

December 15, 1982

Mr. Ed Hart
Region #1 Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie OR 97222

RE: Traffic Signal at Intersection of Causey Rd. & 82nd Ave.

Dear Mr. Hart,

In a recent conversation with Dave Seigneur, Director of the Clackamas County Development Agency, I was advised that there are currently no plans to install a new traffic signal at the intersection of the new Causey Rd. extension and 82nd Avenue.

In reference to a letter to your office dated May 6th, 1982, from the Department of Environmental Services I would like to officially request that this intersection be given a high priority for the following reasons:

1. Our Fire District, in conjunction with the Clackamas County Development Agency, is planning to construct a new central fire station complex (approx. 14,000 sq. ft. building) at the S.E. corner of Fuller Rd. and the Causey extension. (1.67 acres)

2. It was our impression in working out the details of the acquisition of said property that a new traffic signal would be installed at 82nd and Causey, with a 3-way Opticom Controller, that would allow us access to 82nd Avenue, which is our major route in traveling either North or South to emergency calls within our Fire District.

3. Our current location at 10639 S.E. Fuller Rd., just south of the intersection of 82nd & King Rd. has become a very dangerous situation to try and gain access to either King Rd. or 82nd Avenue proper whereby we may need Northerly and/or Southerly response.

   The traffic control device that was installed this past year has certainly alleviated this problem but we still have need for a newer and larger station at a better location.

4. It is contemplated that we will be operating out of this new station (within the year) with one engine company, one ladder truck and one rescue vehicle - in addition there will be 6 other staff vehicles attached to and responding from this new location.

5. It was anticipated that our normal response to gain North and South routing would be from our new station to 82nd Avenue - This would require a new traffic signal (with Opticom) to allow for maximum safety for the responding apparatus and the oncoming traffic.

6. An allocation of approx. $20,000.00 has been authorized to equip 16 mobile units with Opticom so that we will be able to traverse the 15 traffic signals that will ultimately be in place between 82nd & King and the Kaiser Hospital / See Attachment: This shows the 5th page of the agreement signed between our Fire District and the Clackamas County Development Agency and indicates the various intersections that are ultimately scheduled for the Opticom feature - a much needed item for this high level traffic congested area.

In light of the tremendous growth projected for the "Town Center" perifery, I am requesting that this intersection be given high priority in that it usually takes about a year to complete all the engineering and testing processes prior to installation.

We received word yesterday that "Opticom" is now hooked up at the intersection of 82nd & King Roads. We sincerely appreciate this installation as it will greatly enhance our response capabilities and reduce the chance of accidents but until all of the lights have the pre-emption device installed we do not have the "clear path" to the Kaiser Hospital and Clackamas Town Center that is desperately needed.

We hope that the foregoing documentation of our Departments needs with respect to traffic signalization and pre-emption devices will be reviewed and receive a favorable recommendation on your part.

Very truly yours,

Harry L. Carpenter

Harry L. Carpenter
Chief

HLC:rm

cc: Maury Payne/Dist. Engineer
Dave Seigneur/Director - Development Agency
Board of Directors

1984 S. Umpqua River (Winston) 9823
Bridge Sec., Coos Bay-Roseburg
Hwy. (maintenance painting)

9823

January 16, 1987

CON 5 - #9823

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 9823 awarded to Abhe & Svoboda for work on the South Umpqua River (Winston) Bridge Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $1,500.00, and the total contract amount is $114,092.55, including $857.37 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Abhe & Svoboda, Inc.
P.O. Box 251
Prior Lake, MN 55372

Fidelity & Deposit Company of Maryland
Charles & Lexington Streets
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9823

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9823

TO: Commission Services **DATE:** November 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9823 , On Site Work Substantially Completed May 9, 1985

All Work Completed October 23, 1986

Project S. Umpqua River (Winston) Bridge

Highway Coos Bay-Roseburg

County Douglas

Type of Work Maintenance Painting

Contractor ABHE and Svoboda, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
azm

81-125-1307

102 -

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S. Umpqua River (Winston) Bridge	WEEK ENDING 09/2~~1~~8/85	
	SECTION PREFIX C09823	
HIGHWAY Coos Bay - Roseburg	COUNTY Douglas	

NAME OF JOB S. Umpqua River (Winston)Br.	KIND OF WORK Maintenance Painting	
CONTRACTOR ABHE AND Svoboda	CONTRACT NUMBER 9823	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 15, 1984	DATE WORK STARTED July 27, 1984	ESTIMATED COMPLETION DATE 05/10/85
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS 67	WORK DAYS USED 117.5
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 139,752.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 175
EXCLUSIVE OF ENGINEERING: $ 128,670.85	ENGINEERING AUTHORIZATION $ 11,081.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 128,670.85	ENGINEERING COST TO DATE $ 16,130.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100*
ESTIMATED PERCENT: OVERRUN UNDERRUN ..... 0 %	PERCENT OF AUTHORIZATION ..... 145 %	DATE PROJECT WAS COMPLETED: 05/10/85

*Liquidated damages of $10,605.00 will change these figures. Semi-final submitted 05/24/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23		0		
TUESDAY 24		0		
WEDNESDAY 25		0		
THURSDAY 26		0		
FRIDAY 27		0		
SATURDAY 28		0		

22 SUN. No activity, project work completed.

23 MON. " " " "

24 TUE. " " " "

25 WED. " " " "

26 THU. " " " "

27 FRI. " " " "

28 SAT. " " " "

Contractor work is now completed. Second notification was submitted May 9, 1985. Item remaining for third notification is contractor billing for work under extra work order no. 1. A letter with EWO billing forms was sent to the contractor on September 18, 1985. They were advised that if no billing is received by October 4, 1985, they will have waived their right for payment of this extra work.

Additional data to complete semifinal submittal was sent to Region 3 Office on September 19, 1985.

Larry D. Lindley

Larry D. Lindley,
Project Manager
Roseburg

November 21, 1984

Abhe & Svoboda, Inc. CON
Water's Edge Office Plaza
P.O. Box 251
Prior Lake, MN 55372

Time Extension Request
S. Umpqua River (Winston) Bridge
Contract No. 9823

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested an additional 30 workdays of contract time due to a claimed delay in scheduling the preconstruction conference. This request is denied for several reasons.

First, the project records do not support your claim that the State delayed the preconstruction conference; second, the contract-required insurance was not filed with the Division until July 17, 1984--two days prior to the preconstruction conference--and this contractor responsibility precluded any work on the project in accord with the contract provisions; and third, the protest of time charge provisions of Section 108.08 of the contract Standard Specifications were not met and therefore, in accord with Section 108.09 of the Standard Specifications, this request cannot be considered.

You also requested an additional five workdays due to alterations in the traffic control plan (signs). Project records indicate that this amounted to two days and a contract time adjustment of an additional two workdays is granted for this reason.

Also requested was an additional 20 workdays due to delay in obtaining and delivering the specified paint to the project. The furnishing of materials is a contractor responsibility and is not a valid reason for adjustment of contract time. This protion of your request is accordingly denied.

In summary, a contract time adjustment of an additional two workdays is granted and the remainder of your request is denied for reasons stated above. The adjusted contract time for completion of this contract is 67 workdays.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Ron Busey.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 22, 1984

W J Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
S. Umpqua River (Winston) Bridge
Contract No. 9823

I reviewed Abhe & Svoboda, Inc.'s request for a time extension on subject project and cannot find a valid reason to grant them one.

Ron Busey has provided me with a clear description of what occurred during the time in question and it appears the contractor is entitled to only a two-day extension for the delay we caused in changing the signing.

wjq/ba
Attach.
cc: R. Busey

11-14-84

W. E. Schwartz -

I concur with Region & Project Mgr. and recommend a time extension of 2 workdays.

CE CAE RECEIVED LS TC
COE ON SA CC
CA OCT 24 1984 FE
CAM MA
CP CONSTRUCTION QCS
CEO SECTION FILE

86-1367

jarvie
paint

9823

F

August 2, 1984

Oregon State Dept. of Transportation
Contract Payments Office
Construction Section
1158 Chemeketa NE
Salmon Creek OR 97310

Gentlemen:

We are pleased to advise you that on July 26, 1984, we commenced to deliver materials for use on the Winston Bridge, Contract #9823, Roseburg, Oregon.

These materials were delivered on the order of Abhe & Svoboda, PO Box 251, Prior Lake Minnesota 55372, and furnished to Abhe & Svoboda, c/o Winston Bridge, Roseburg, Oregon.

We take this opporunity to advise you of this fact in line with our policy to keep contractors fully informed of any delivery of material or supplies for which they and their surety will be held responsible for payments.

Sincerely,

R.C. Chamberlin

Roger C. Chamberlin
General Manager

RCC:aek

RECEIVED
AUG 6 1984
CONSTRUCTION SECTION
CE E CAE ✓ LS ...... TC ......
COE ...... OM ...... SA ...... CC ......
CA ...... FE ......
CAM ...... MA ......
CP ...... QCS ......
EEO ...... FILE ......

RECEIVED
[illegible] 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response necessary

760 ALOHA STREET • SEATTLE, WASHINGTON 98109 • (206) 284-1040

1984 Sprague River Bridge 9824
Sec, Godowa Springs Road
(grading, paving, structure)

9824

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-13-86

COUNTY: KLAMATH AGREEMENT NO: 7864 PROJECT NO: BROS-1800(6, 7)

CONTRACT NO: 9824 SECTION: Sprague R. (Godowa Sp. R.) Br.

PRELIMINARY ENGINEERING PREFIX C218-1984:

	PARTICIPATING	NON PARTICIPATING
Final Design	$ 4,881.69	$
Location	198.57	
Program Section	81.27	
Administrative Services	50.76	
Environmental Section	61.63	
Structural Foundations	972.29	
Free Bridge Design	2,044.18	
Free Specifications	1,297.34	
R/W Utility Engineer	4.18	
Base Design	160.54	
Total P.E. Cost	$ 9,752.45	$ -0-
Less Free Bridge Design & Specs.	(3,341.52)	
Total P.E. Cost Chargeable to County	$ 6,410.93	$ -0-

CONSTRUCTION PREFIX C218-1016 & C09824

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	221,051.12	
Interest on Contractor's Payments		931.83
Project Manager	22,259.39	62.64
Program Section	32.99	
Materials Testing Lab	6,783.99	
Technical Services	749.57	
Construction Branch	21.06	
Region Engineer's Office	191.96	
Accounting	56.97	
	$ 251,147.05	$ 994.47

SUMMARY:

Total Participating P.E. Cost	$ 6,410.93
Total Participating Construction Cost	251,147.05
Total Participating Cost	$ 257,557.98

FEDERAL FUNDS:

P.E. (80%)	5,128.74	
CONST (80%)	200,917.64	(206,046.38)
SUBTOTAL		$ 51,511.60
Plus Non Participating County Cost		994.47
Less County's Advance Deposit		
P.E. AD #83-123	$ 2,700	
CONST. AD #84-51	50,000	(53,500.00)
REFUND DUE COUNTY		$ (993.93)

MKS:bkb

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST

REFERENCE DATE, VOUCHER NO., DESCRIPTION & ETC.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE
Lump Sum	02			11 12 86	C2181984	011	0632	598	903		84.32		
↓	↓			↓	↓	011	↓	↓	927		84.32	R	
Lump Sum	02			11 12 86	C2181984	011	0632	598	921		980.79		
↓	↓			↓	↓	↓	↓	↓	927		980.79	R	
Lump Sum	02			11 13 86	C5181994	011	0632	598	921		1293.05		
↓	↓			↓	↓		↓	↓	927		1293.05	R	
												R	
												R	
												R	
											4716.32	R	
										TOTAL	TOTAL		

REASON FOR REQUEST UNDER ORS 366.155 (K) THE STATE SHALL FURNISH A BRIDGE DESIGN, plans AND Specification at No Cost to THE County

(PREPARED BY)

(APPROVED BY)

734-1087 (3-86)

11/08/86 9824 –

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C09824	000		001	0813		
C09824	000		001	0813		
C09824	000		001			
C09824	000		555	0521		
C09824	000		555	0521		
C09824	000		555			
C09824	000					
C09824	000	010	001	0813		
C09824	000	010	001	0813		
C09824	000	010	001	0821		
C09824	000	010	001	0821		
C09824	000	010	001			
C09824	000	010				
C09824	000	900	001	4000		
C09824	000	900	001	4000		
C09824	000	900	001	8033		
C09824	000	900	001	8033		
C09824	000	900	001			
C09824	000	900	030	8033		
C09824	000	900	030	8033		
C09824	000	900	030			
C09824	000	900	550	8033		
C09824	000	900	550	8033		
C09824	000	900	550			
C09824	000	900				
C09824	000	901	001	7363		
C09824	000	901	001	7363		
C09824	000	901	001			
C09824	000	901	504	7363		
C09824	000	901	504	7363		

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL.	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0813		.00	136.30
	0813		.00	136.30
			.00	136.30
	0521		.00	3.16
	0521		.00	3.16
			.00	3.16
			.00	139.46
	0813		.00	165.91
	0813		.00	165.91
	0821		.00	53.03
	0821		.00	53.03
			.00	218.94
			.00	218.94
	4000		.00	304.00
	4000		.00	304.00
	8033		.00	1,222.73
	8033		.00	1,222.73
			.00	1,526.73
	8033		.00	25.34
	8033		.00	25.34
			.00	25.34
	8033		.00	70.80
	8033		.00	70.80
			.00	70.80
			.00	1,622.87
	7363		.00	81.90
	7363		.00	81.90
			.00	81.90
	7363		.00	8.60
	7363		.00	8.60

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11/08/86                                                        JOB COST SUMMARY
                                                  EA/    JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                                           PAYROLL CHARGES ARE LOADED

                                                                 CREW        MSA           CUR
              EA      SUBJOB    ACTIVITY   OBJ-DETAIL           NUMBER      FIELD           MO

           C09824      000        901         504

           C09824      000        901

           C09824      000        940         001                8221
           C09824      000        940         001                8221

           C09824      000        940         001

           C09824      000        940         551                0825
           C09824      000        940         551                0825

           C09824      000        940         551                4000
           C09824      000        940         551                4000

           C09824      000        940         551                8033
           C09824      000        940         551                8033

           C09824      000        940         551                8214
           C09824      000        940         551                8214

           C09824      000        940         551

           C09824      000        940

           C09824      000

           C09824      001                    349                2400
           C09824      001                    349                2400

           C09824      001                    349

           C09824      001

           C09824      001

           C09824      011                    199                0100
           C09824      011                    199                0100

           C09824      011                    199

           C09824      011                    300                0100
           C09824      011                    300                0100

           C09824      011                    300

           C09824      011

           C09824      011
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Non participatin

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
					358.40 1622.87 90.50 x Project manager
			.00	8.60	
			.00	90.50	
	8221		.00	141.54	
	8221		.00	141.54	
			.00	141.54	
	0825		.00	186.00	
	0825		.00	186.00	
	4000		.00	100.00	
	4000		.00	100.00	
	8033		.00	85.00	
	8033		.00	85.00	
	8214		.00	112.00	
	8214		.00	112.00	
			.00	483.00	Materials
			.00	624.54	
			.00	2,696.31	
	2400		.00	931.83	
	2400		.00	931.83	
			.00	931.83	Non Part interest
			.00	931.83	
			.00	931.83	
	0100		.00	3.70	
	0100		.00	3.70	
			.00	3.70	Accounting
	0100		.00	16,240.98	
	0100		.00	16,240.98	
			.00	16,240.98	
			.00	16,244.68	
			.00	16,244.68	

```
11/08/86
                                                        JOB COST SUMMARY
                                  EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                           PAYROLL CHARGES ARE LOADED

                                                            CREW        MSA                  CUR
             EA      SUBJOB   ACTIVITY   OBJ-DETAIL        NUMBER      FIELD                  MO

          C09824
```

```
       JOB COST SUMMARY
S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

      CREW       MSA               CURRENT                   CURRENT
AIL  NUMBER     FIELD               MONTH                    BALANCE

                                               .00            19,872.82
```

ORIGINAL

9824

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

9-11-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-1800(7)

PROGRAM APPROVED

VOUCHER PERIOD From: 5-02-84 To: 3-21-86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
252,141.52	251,147.05	80%	200,917.64	200,917.64	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By ______ 9/11/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) • PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	SPRAGUE RIVER BRIDGE SECTION **GODOWA** SPRINGS ROAD KLAMATH COUNTY					
	Construction Type Code X080 Structure No. 16397 (M.P. 1.2 to M.P. 1.3)					
	Final Contract Payment Summary	Lump Sum			$221,051.12	
	Construction Engineering					
	State	All Required			$ 30,095.93	
	TOTAL PARTICIPATING PROJECT COST				**$251,147.05**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 931.83	✓
	Construction Engineering	All Required			62.64	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 994.47**	✓
	TOTAL PROJECT COST				**$252,141.52**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10-02-86.					
	AMOUNT CARRIED FORWARD					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-1300-006									
F01592									
C09883 -011	97,456.01	83,577.82	99,456.01						
AGREEMENT TOTALS	108,075.20	83,805.24	104,756.55	80.00	85,626.00	83,805.24	.00		.00
FED PROJ TOTALS	108,075.20	83,805.24	104,756.55		85,626.00	83,805.24	.00		.00
FEDERAL PROJECT: BROS-1800-007									
F01619									
C09824 -000	12,936.82	563.74	13,615.11						
C09824 -001	931.83	.00	.00						
C09824 -010	62.64	.00	.00						
C09824 -011	238,210.23	200,353.90	237,531.94						
AGREEMENT TOTALS	252,141.52	200,917.64	251,147.05	80.00	200,917.64	200,917.64	.00		.00
FED PROJ TOTALS	252,141.52	200,917.64	251,147.05		200,917.64	200,917.64	.00		.00
FEDERAL PROJECT: BROS-2000-010									
F04166									
C10280 -000	52,469.37	27,438.23	51,395.20						
C10280 -011	319,030.07	234,494.67	318,414.07						
AGREEMENT TOTALS	371,499.44	261,932.90	369,809.27	80.00	344,270.00	295,847.42	.00		33,914.52
FED PROJ TOTALS	371,499.44	261,932.90	369,809.27		344,270.00	295,847.42	.00		33,914.52
FEDERAL PROJECT: BROS-2200-002									
F01658									
C2221974-021	45,818.52	23,386.10	45,818.52						
AGREEMENT TOTALS	45,818.52	23,386.10	45,818.52	80.00	36,208.00	36,654.82	446.82	B	12,821.90
FED PROJ TOTALS	45,818.52	23,386.10	45,818.52		36,208.00	36,654.82	446.82	B	12,821.90
FEDERAL PROJECT: BROS-2300-005									
F01668									
C2231996-010	9.69	.00	.00						
C2231996-011	58,146.28	46,517.02	58,146.28						

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	218	1005	270	02	P 1			2,036.93	82	83
	218	1005	296	00	N 9			59,354.46CR	81	84
	218	1005	298	00	N 9			53,419.01	81	83
	218	1005	299	00	N 9			5,935.45	84	84
	218	1005	900	03	P 1			89.68	82	83
	218	1005	915	00	P 1			898.43	83	83
	218	1005	920	00	P 1			36.39	81	81
	218	1005	948	00	P 1			47.59	81	83
			TOT		P1			59,354.46		
			** JOB TOTALS **			**	**	59,354.46 **		
SYCAN R(DREWS RD)BR	CONT NO 9542 * FA PROJ NOS BROS1800005 100								STATE	
	218	1011	201	00	P 1			161,177.60	82	83
	218	1011	208	00	N 1			24.83CR	83	83
	218	1011	296	00	N 9			177,491.68CR	82	84
	218	1011	297	00	N 9			35,498.34	82	84
	218	1011	298	00	N 9			141,993.34	82	83
	218	1011	900	00	P 1			12,555.15	82	83
	218	1011	920	00	P 1			105.80	82	83
	218	1011	928	00	N 1			24.83	83	83
	218	1011	940	00	P 1			1,942.50	82	83
	218	1011	941	00	P 1			8.56	82	83
	218	1011	942	00	P 1			1,012.98	82	83
	218	1011	944	00	P 1			338.95	82	83
	218	1011	945	00	P 1			231.14	82	83
	218	1011	948	00	P 1			119.00	82	83
			TOT		P1			177,491.68		
			** JOB TOTALS **			**	**	177,491.68 **		
SPRAGUE RIVER BRIDGE	CONT NO 9824 FA PROJ NOS BROS1800007 100								STATE	
	218	1016	201	00	P 1		204,810.14	204,810.14	84	85
	~~218~~	~~1016~~	~~204~~	~~00~~	~~P 1~~		~~10,240.51CR~~	~~10,240.51CR~~	84	85
	~~218~~	~~1016~~	~~296~~	~~00~~	~~N 9~~	~~12.36CR~~	~~175,673.02CR~~	~~175,673.02CR~~	84	85
	~~218~~	~~1016~~	~~298~~	~~00~~	~~N 9~~	~~12.36~~	~~175,673.02~~	~~175,673.02~~	84	85
	218	1016	900	00	P 1	2,355.45	20,128.06	20,187.62 22,359.99	84	85
	218	1016	900	00	N 1	62.64	62.64	62.64 ✓	85	85
	218	1016	920	00	P 1			32.99 ✓	84	84
	218	1016	940	00	P 1	32.00	3,767.25	3,767.25 6783.99	84	85
	218	1016	942	00	P 1	9.28CR	2,392.20	2,392.20	84	85
	218	1016	944	00	P 1	3.06CR	744.13	749.57	84	85
	218	1016	945	00	P 1	.10CR	21.06	21.06	85	85
	218	1016	946	00	P 1	.50CR	191.96	191.96	84	85
	218	1016	948	00	P 1	.24CR	53.27	~~53.27~~ 56.97	84	85 +3.70
			TOT		P1	2,374.27	221,867.56	221,965.55		
			TOT		N1	62.64	62.64	62.64		
			** JOB TOTALS **			2,436.91 **	221,930.20 **	222,028.19 **		

4.54

9821

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 8-105	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County KLAMATH
PROJECT REPORT NUMBER	8-20-86	Project Number BROS-1800(7)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 28, , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 254,105	$ 251,205
Federal funds	$ 203,284	$ 200,964
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of AUG , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

P

Gen File

Oregon State Highway Division
Salem, Oregon   July 30, 1986

Federal-Aid Project No. BROS-1800(7)

Sprague River Bridge Section
County Road
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #16397 (M.P. 1.2 to 1.3)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggreg. Base	$ 16.00	1,393	$22,288.00	1,211.75	$19,388.00
SUBTOTAL			$22,288.00		$19,388.00

Decrease (-)	$ 2,900.00
SUBTOTAL of Previous Estimate of June 25, 1984	254,105.00
Total	$251,205.00

Length of Project ------------------- 0.10 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Structure	114	80%	$251,205	$200,964	$50,241

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09824
Prefix No.: C218-1016

DDB:pf/me

9824

STATE COPY

TO BE COMPLETED BY FHWA 6-422	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-29-84	STATE Oregon COUNTY Klamath PROJECT NO. BROS-1800(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Sprague River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.10
OTHER *(Specify)*		

FUNDS Pro-Rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 254,105.00	FEDERAL FUNDS $ 203,284.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 28 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1984

FEDERAL AID PROJECT NO. BROS-1800(7)

Sprague River Bridge Section
Godowa Springs Road
Klamath County

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure No. 16397 (M.P. 1.2 to M.P. 1.3)

Mobilization	Lump Sum	All	Required	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Required	500.00
Temporary Signs	Sq. Ft.	246	7.00	1,722.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin. Ft.	200	10.00	2,000.00
Temporary Guardrail, Type 1	Lin. Ft.	800	8.00	6,400.00
Flaggers	Hour	40	9.00	360.00
Toe Trench Excavation	Cu. Yd.	179	0.10	17.90
Detour Removal Excavation	Cu. Yd.	1,721	0.10	172.10
Embankment in Place	Cu. Yd.	1,444	0.10	144.40
Stone Embankment	Cu. Yd.	655	0.10	65.50
Temporary Drainage Structure	Lump Sum	All	Required	27,000.00
Watering	M. Gal.	28	15.00	420.00
Aggregate Base	Ton	1,393	16.00	22,288.00
3/4"-0 Aggregate Base	Ton	177	18.00	3,186.00
Class "C" Asphalt Concrete	Ton	340	44.00	14,960.00
Guard Rail, Type 2A	Lin. Ft.	100	14.00	1,400.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	80.00	320.00
Type 2 Fence	Lin. Ft.	395	5.00	1,975.00
Loose Riprap, Class 50	Cu. Yd.	279	0.10	27.90
Structure				
Bridge Removal Work	Lump Sum	All	Required	10,000.00
Structure Excavation	Cu. Yd.	50	10.00	500.00
Furnish Pile Driving Equipment	Lump Sum	All	Required	2,000.00
Furnish Concrete Piling	Lin. Ft.	616	22.00	13,552.00
Drive Concrete Piles	Lin. Ft.	616	1.00	616.00
Structural Concrete, Class 3300 (47 C.Y.)	Lump Sum	All	Required	14,000.00
Reinforcement (5000#)	Lump Sum	All	Required	2,000.00
4' x 60'/65' Prestressed Slabs	Each	16	4,000.00	64,000.00
Metal Rail with Tubing	Lin. Ft.	263	35.00	9,205.00
				$ 223,131.80

ANTICIPATED ITEMS

Roadside Seeding & Mulching	Lump Sum	All	$	750.00
		Subtotal	$	223,881.80
		Engineering		30,223.20
		Total	$	254,105.00

Length of Project ------------------ 0.10 mile

Federal Funds (80%)	$	203,284.00
County Funds		50,821.00
	$	254,105.00

Group 1: 100%
Contract No. 9824
Prefix: 218-1016

WH:me

9824 jc cc: OSHD (Rulien). 9824 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT March 12, 1986	REPORT MADE BY 3-12-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-1800(7)
COMPLETION DATE (Actual) June 14, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY December 2, 1985	TIME ELAPSED 100 %	CONTRACT TIME November 30, 1984

LOCATION

Sprague River Bridge Section of Godowa Springs Road near Beatty

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Cg
3/24

1. Description of Improvement as Programed:
   - A. Construction and removal of detour.
   - B. Removal of existing pile trestle bridge.
   - C. Construction of prestressed concrete slab bridge.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Douglas S. Coats, Inc.
3. Contract Amount: $221,051.12
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the proc dures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE [illegible]	
TITLE Area Engineer	DATE MAR 21 1986	TITLE Field Operations Engineer	DATE MAR 21 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9824

January 2, 1986

United Pacific Insurance Co.
Bond Department
33405 - 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5 - #9824

On December 19, 1985, we wrote to you concerning release of final payment on Contract No. 9824 awarded to Douglas S. Coats, Inc. for work on the Sprague River Bridge Section of the Godowa Springs Road in Klamath County.

Final payment on this contract is $13,593.84 and the total contract amount is $221,051.12. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
12/31/85 -

clb

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9824

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 2, 1985

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9824, On Site Work Substantially Completed 6-14-85

All Work Completed 7-15-85

Project Sprague River Bridge

Highway County Road (Godowa Springs Rd.)

County Klamath

Type of Work Grading, paving, and structure

Contractor Douglas S. Coats, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-19-85 - Surety letter written. mab

RECEIVED
DEC 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-128-1387

9824

t

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Sprague River Bridge		WEEK ENDING July 6, 1985
		SECTION PREFIX 02-C09824
	HIGHWAY County Rd.(Godowa Springs)	COUNTY Klamath
NAME OF JOB Sprague River Bridge	KIND OF WORK Grading, Paving and Structure	
CONTRACTOR Douglas S. Coats, Inc.	CONTRACT NUMBER C09824	FEDERAL AID PROJECT NUMBER BROS-1800(7)
DATE OF CONTRACT June 17, 1984	DATE WORK STARTED August 7, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 254,105.84	SPECIFIED COMPLETION DATE November 30, 1984	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 233,936.40	ENGINEERING AUTHORIZATION $ 20,149.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 218,378.08	ENGINEERING COST TO DATE $ 19,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN 8 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: June 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,400	1,570			340
TOTAL QUANTITIES CORRECTED TO DATE	745	1,256			358
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	745	1,256			358
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16379							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30				
MONDAY 1				
TUESDAY 2				
WEDNESDAY 3				
THURSDAY 4				
FRIDAY 5				
SATURDAY 6				

CE.... CAE .... RECEIVED LS...... TC......
COE..... OM.....
OE .... BA.....CC......
CA.......... JUL 08 1985 FE ...... CP .....
POC........
CAM .... CONSTRUCTION QCS...........
FEO............ SECTION FILE............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	
1 MONDAY	
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
6 SATURDAY	

REMARKS

SEMI-FINAL submitted to Region 7/1/85

FINAL REPORT

SIGNED ______ LOCATION Klamath Falls

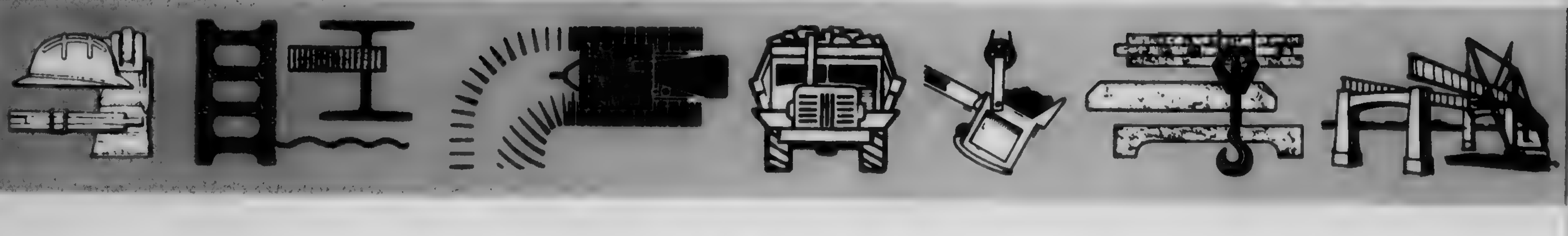
Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9824

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

May 28, 1985

Office of Commission Services
Department of Transportation
Salem, Oregon 97310

Re: Sprague River Contract #9824

Dear Mr. Gormsen:

Re copy of letter from you office attached, please be advised that today we mailed our check #7774 to Jefferson State Redi Mix for $424.32. (Copy attached).

Sincerely,

DOUGLAS S COATS INC

Ruth L Booler
SECRETARY

NOTED ON CARD
6-5-85 ljm

RECEIVED
MAY 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HECK NO.	GROSS AMOUNT		OTHER DEDUCTIONS	..SC.	DISCOUNT	NET CHECK			Jefferson State Redi-Mix NAME

DETACH THIS STUB BEFORE DEPOSITING

DOUGLAS S. COATS, INC.—BEND, OR 97709

DOUGLAS S. COATS, INC.
P. O. BOX 311 382-7330
BEND, OREGON 97709

BEND BRANCH, BEND 97709
US BANK
UNITED STATES NATIONAL
BANK OF OREGON

№ 7774 24-22/1230 42

DATE 5-28- 1985

PAY Four Hundred Twenty Four & 32/100 —— $424 32/100

TO THE ORDER OF Jefferson State Redi-Mix
4815 Tingley Lane
Klamath Falls, Oregon 97603

DOUGLAS S. COATS, INC.

Ruth L Pooler

⑈007774⑈ ⑆123000220⑆ 042 0010 852⑈

RECEIVED
MAY 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1985-0040

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 5, 1985

Jefferson State Redi-Mix
4815 Tingley Lane
Klamath Falls, OR 97603

CON 5
#9824

Attention: Keith Hamilton, President

Gentlemen or Ladies:

This will acknowledge your letter of February 12, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Jefferson State Redi-Mix Inc.
AMOUNT:	$424.32 (interest included)
FOR:	Ready mix concrete
AGAINST (Prime contractor)	Douglas S. Coats, Inc.
SUBCONTRACTOR	J. & J. Fencing
CNTRACT NO.:	9824
PROJECT:	Sprague River Bridge, Godowa Springs Road, Klamath County
SURETY:	United Pacific Insurance Company
AGENT:	Ray Paiement

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

[illegible] ON CARD
3-20-85 gz

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.,
Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.,
Portland Branch Office
825 N.E. Multnomah, Suite 300
Portland, OR 97232

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JEFFERSON STATE REDI-MIX INC.
4815 Tingley Ln.
Klamath Falls, Or.
97603

Feb. 12, 1985

Commisson Services
121 Transportation Bldg.
Salem, Oregon 97310

Contract # 9824
Sprague River Bridge
Prime Contractor- Doug Coates
Sub Contractor- J & J Fencing

J.& J. Fencing a sub contractor for Doug Coates on the Sprague River Bridge, as yet we have not recieved payment for ready mix concrete. In the amount of $ 424.32 interest included, payment was due Dec. 10, 1984.

Jefferson State Redi-Mix Inc.

Keith Hamilton
Keith Hamilton Pres.

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7824 218-1984

ORIGINAL 8-21-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE OREGON

FEDERAL AID PROJECT NO. BROS-1800(6)

PROGRAM APPROVED

VOUCHER PERIOD From: 5-1-84 To: 11-18-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$9,752.45	$9,752.45	80%	$7,801.96	$7,801.96	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 8-21-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	SPRAGUE RIVER (GODOWA SPRING ROAD) BRIDGE SECTION COUNTY ROAD IN KLAMATH COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$9,752.45	
	TOTAL PARTICIPATING PROJECT COST				$9,752.45	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-23-84.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/20/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
215-1912	1	BROS-1500-005 APPR-117	12,000.00	2,950.29	2,950.29	85.00	2,507.75	2,107.67		400.08
215-1966	1#	RRP -000S-016 APPR-139	129.91	144.34	144.34	90.00	129.91	129.91		
215-1994	1	BROS-1500-003 APPR-117	15,500.00	18,848.83	18,848.83	80.00	15,079.06	15,079.06		
216-1974	1#	SOS -1600-001 APPR-680	12,400.68	14,458.06	14,458.06	85.77	12,400.68	12,400.68		
216-1980	1#	BROS-1600-002 APPR-117	9,482.35	11,888.69	11,852.94	80.00	9,482.35	9,482.35		
216-1981	1	BHOS-1600-004 APPR-114	14,400.00	18,375.25	18,371.79	80.00	14,697.43	14,400.00	297.43 B	
216-1985	1	RS -B395-001 APPR-075	17,630.00	5.63	5.63	88.15	4.96			4.96
218-1927	1#	RRS -2221-001 APPR-138	3,817.13	4,241.26	4,241.26	90.00	3,817.13	3,817.13		
218-1933	1	RROO-000S-042 APPR-686	3,600.00	3,921.34	3,921.34	90.00	3,529.21	3,529.21		
218-1940	1#	RRO -000S-045 APPR-685	576.77	640.85	640.85	90.00	576.77	576.77		
218-1958	1#	RRS -000S-005 APPR-138	319.19	354.65	354.65	90.00	319.19	319.19		
218-1974	1#	BROS-1800-004 APPR-117	11,425.51	14,281.89	14,281.89	80.00	11,425.51	11,425.51		
218-1984	1*	BROS-1800-006 APPR-117	7,801.96	9,752.45	9,752.45	80.00	7,801.96	7,801.96		
219-1927	1	PMS -000S-111 APPR-140	300.00	132.76	132.76	100.00	132.76	132.76		
220-1904	1	RRS -000S-019 APPR-138	1,800.00	184.60	184.60	90.00	166.14	166.14		
220-1905	1	RRS -000S-020 APPR-138	1,800.00	120.50	120.50	90.00	108.45	108.45		
220-1908	1	BROS-2000-000 APPR-117				80.00				
220-1913	1	M -1082-001 APPR-W32	257,485.00	218,822.33	218,822.33	88.18	192,957.53	192,957.53		
220-1939	1#	RRS -6430-001 APPR-138	2,194.37	2,438.19	2,438.19	90.00	2,194.37	2,194.37		
220-1985	1#	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		
221-1907	1#	BHOS-2100-004 APPR-117	28,932.84	36,166.05	36,166.05	80.00	28,932.84	28,932.84		
221-1916	1#	BROS-2100-003 APPR-117	21,292.24	26,615.30	26,615.30	80.00	21,292.24	21,292.24		
221-1998	1	BROS-2100-002 APPR-117	16,240.00	15,795.81	15,786.33	80.00	12,629.06	12,629.06		
222-1908	1	BRS -A489-001 APPR-118	17,920.00	815.42	815.42	80.00	652.34	647.97		4.37
222-1922	1	RRS -5420-001 APPR-138	1,800.00	140.27	140.27	90.00	126.24	126.24		
222-1924	1	RRS -000S-017 APPR-138	1,800.00	164.15	164.15	90.00	147.74	147.74		

```
        218   1974   [illegible]    00 N 9                                                      [illegible]
        218   1974   298    00 N 9                                                     11,425.51
        218   1974   901    00 P 1                                                      3,341.12
        218   1974   905    00 P 1                                                      1,743.58
        218   1974   910    00 P 1                                                        157.97
        218   1974   914    00 P 1                                                         74.78
        218   1974   918    00 P 1                                                        535.37
        218   1974   920    00 P 1                                                        100.00
        218   1974   921    00 P 1                                                      1,257.49
        218   1974   922    00 P 1                                                         79.56
        218   1974   923    00 P 1                                                         72.93
        218   1974   926    00 P 1                                                      3,033.73
        218   1974   927    00 P 1                                                      2,817.46
        218   1974   932    00 P 1                                                         27.83
        218   1974   937    00 P 1                                                      1,040.08
                     TOT       P1                                                      14,281.89
                  ** JOB TOTALS **                **                  **               14,281.89  **

SPRAGUE R/GODOWA SPGS R/B     CONT NO     * FA PROJ NOS BROS1800006 100                                      STATE
~~      218   1984   296    00 N 9          400.48              400.48              7,801.96CR~~
~~      218   1984   298    00 N 9          400.48CR            400.48CR            7,801.96~~
        218   1984   905✓   00 P 1           19.17CR             19.17CR            4,881.69
        218   1984   906    00 P 1                                                    ~~84.32~~  To 927
        218   1984   918✓   00 P 1                                                    198.57
        218   1984   920✓   00 P 1                                                     81.27
~~      218   1984   921    00 P 1                                                    980.79~~  To 929
        218   1984   922✓   00 P 1                                                     50.76
        218   1984   923✓   00 P 1                                                     61.63
        218   1984   926✓   00 P 1                                                    972.29
        218   1984   927    00 P 1                                                ~~1,959.86~~  2044.18
        218   1984   929    00 P 1                                                    ~~316.55~~  1297.34
        218   1984   932    00 P 1           28.34CR             28.34CR                4.18
        218   1984   933    00 P 1                                                    160.54
        218   1984   950    00 P 1          453.09CR            453.09CR

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              AUGUST 1984         PAGE  752

      DESCRIPTION                  PREFIX  FUNCTION SUB F  GP  CURRENT MONTH          FISCAL          GRAND TOTAL
                                                                                   YEAR TO DATE        TO DATE
                                           TOT      P1              500.60CR          500.60CR          9,752.45
                                        ** JOB TOTALS **            500.60CR**        500.60CR**        9,752.45  **

 CAKE CO PVMT MP PROJ NO2     CONT NO       FA PROJ NOS PMS 0005111 100                                               STATE
                                219   1977   296    00 N 9                                              132.76CR
                                219   1977   298    00 N 9                                              132.76
                                219   1977   905    00 P 1                                               89.29
                                219   1977   920    00 P 1                                               43.47
                                             TOT    P1                                                  132.76
                                        ** JOB TOTALS **            **                **                132.76  **
```

9824

Section Sprague River Bridge　Programming Estimate $

Highway Godowa Springs Rd　Proje Length 0.10 mi

County Klamath　Completion ~~Time~~ Date Nov 30

Kind of Work Grading, Paving and Structure　Est. Comp. Date "

Prefix 218-1984-929　Letting Date May 24, 1984　Project No. BROS-1800(7)

RECV'D 8/20/84 @ 8:30 AM
JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 294,021.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	750	$ 750.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 294,771.00
Contingencies (4-1/2%)		13,264.70
Engineering (~~8~~, 9, ~~10%~~)		26,529.39
Subtotal		$ 334,565.09
Credit for ______		—
Estimated Net Authorization, Construction		$ 334,565.09

APPROVED

______
Road Design Engineer

Rev. 11/81

9824

t

July 9, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9824

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9824 for work on the Sprague River Bridge on Godowa Springs Road in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

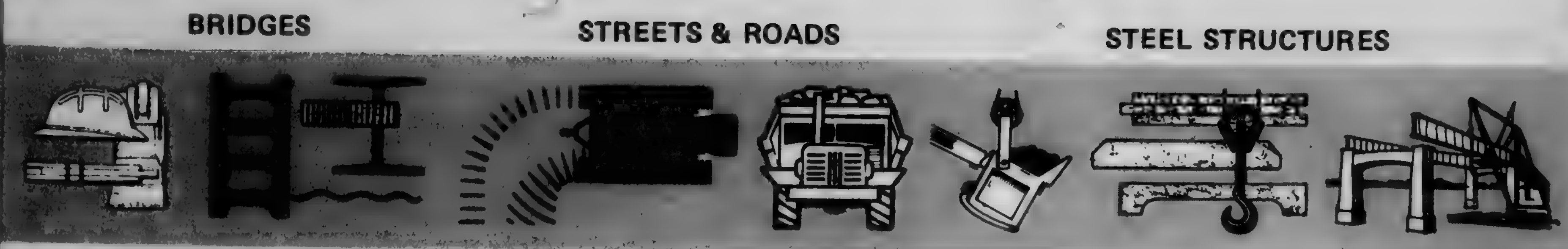
Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Dale Allen
Jerry Thackery



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

May 25, 1984

Office of Commission Services
RM. 121 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

The DBE for the Sprague River Bridge Section of Godowa Springs Road, will be J & J Fencing Inc. 694 N. 34th. Street Springfield, Oregon 97478. #9824

ITEM	DESCRIPTION	QUANITY	UNIT PRICE	TOTAL
#17	Guardrail Type 2A	100 L.Ft.	13.60	1360.00
18	Guardrail Type 3	100 L.Ft.	31.50	3150.00
19	Guardrail Anchors Type 1	4 Ea.	300.00	1200.00
20	Rail End Pieces Type C	4 Ea.	101.00	404.00
31	Metal Rail w/ Tubing	263 L.Ft.	50.00	13,150.00
			TOTAL:	19,264.00

Sincerely,

Douglas S. Coats

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7824

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1984

FEDERAL AID PROJECT NO. BROS-1800(7)

Sprague River Bridge Section
Godowa Springs Road
Klamath County

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure No. 16397 (M.P. 1.2 to M.P. 1.3)

Mobilization	Lump Sum	All	Required	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Required	500.00
Temporary Signs	Sq. Ft.	246	7.00	1,722.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin. Ft.	200	10.00	2,000.00
Temporary Guardrail, Type 1	Lin. Ft.	800	8.00	6,400.00
Flaggers	Hour	40	9.00	360.00
Toe Trench Excavation	Cu. Yd.	179	0.10	17.90
Detour Removal Excavation	Cu. Yd.	1,721	0.10	172.10
Embankment in Place	Cu. Yd.	1,444	0.10	144.40
Stone Embankment	Cu. Yd.	655	0.10	65.50
Temporary Drainage Structure	Lump Sum	All	Required	27,000.00
Watering	M. Gal.	28	15.00	420.00
Aggregate Base	Ton	1,393	16.00	22,288.00
3/4"-0 Aggregate Base	Ton	177	18.00	3,186.00
Class "C" Asphalt Concrete	Ton	340	44.00	14,960.00
Guard Rail, Type 2A	Lin. Ft.	100	14.00	1,400.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	80.00	320.00
Type 2 Fence	Lin. Ft.	395	5.00	1,975.00
Loose Riprap, Class 50	Cu. Yd.	279	0.10	27.90
Structure				
Bridge Removal Work	Lump Sum	All	Required	10,000.00
Structure Excavation	Cu. Yd.	50	10.00	500.00
Furnish Pile Driving Equipment	Lump Sum	All	Required	2,000.00
Furnish Concrete Piling	Lin. Ft.	616	22.00	13,552.00
Drive Concrete Piles	Lin. Ft.	616	1.00	616.00
Structural Concrete, Class 3300 (47 C.Y.)	Lump Sum	All	Required	14,000.00
Reinforcement (5000#)	Lump Sum	All	Required	2,000.00
4' x 60'/65' Prestressed Slabs	Each	16	4,000.00	64,000.00
Metal Rail with Tubing	Lin. Ft.	263	35.00	9,205.00
				$ 223,131.80

ANTICIPATED ITEMS

Roadside Seeding & Mulching	Lump Sum	All	$	750.00
		Subtotal	$	223,881.80
		Engineering		30,223.20
		Total	$	254,105.00

Length of Project ------------------ 0.10 mile

Federal Funds (80%)	$	203,284.00
County Funds		50,821.00
	$	254,105.00

Group 1: 100%
Contract No. 9824
Prefix: 218-1016

WH:me

9824

May 30, 1984 PRO

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main St.
Klamath Falls, OR 97601

Subject: Sprague R. (Godowa Springs Rd.) Br.
Klamath County
Project #BROS-1800(7)

Dear Mr. Kessler:

On May 24, 1984 the Highway Division received a satisfactory bid from Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97709, for the subject project.

This is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7864, the county is requested to deposit their share of the project cost as computed below:

Contractor' Bid	$ 223,131.80
Anticipated Items	750.00
Subtotal	$ 223,881.80
Contingencies (4 1/2%)	10,074.68
Engineering (9%)	20,149.36
Total Contract Cost	$ 254,105.84
Less Federal Funds	(203,284.67)
County Share (20%)	$ 50,821.17
County Advance Deposit	$ 50,800.00

We will award the contract when we receive your advance deposit in the amount of $50,800 which should arrive no later than June 15, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc w/AD #84-51 John Hagedorn, Region 4
Vern Skoog - Please return completed AD #84-48 when advance deposit is received.

RecieveD
6-18-84
check

9824

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 40084

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sprague River Bridge #16937 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $262,000, Federal Funds $209,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/25/84 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9824

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40084

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	Non Federal-aid	County Road

10. GENERAL LOCATION:

Sprague River Bridge #16937 Section

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

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The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 8 '84
REFER TO
Potter

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84	8. FEDERAL ROUTE NUMBER Non Federal-aid	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sprague River Bridge #16937 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

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The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 8 '84
REFER TO Potter
FOR

Orig to
5/8

14. DATE 5/2/84	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9824

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Stage Const, Temp. Protection And Direction Of Traffic
3	Plan & Profile

DONALD R. ADAMS

STATE OF ORE

DEPARTMENT OF TRAN

STATE HIGHWAY

PLANS FOR PROPOSED P

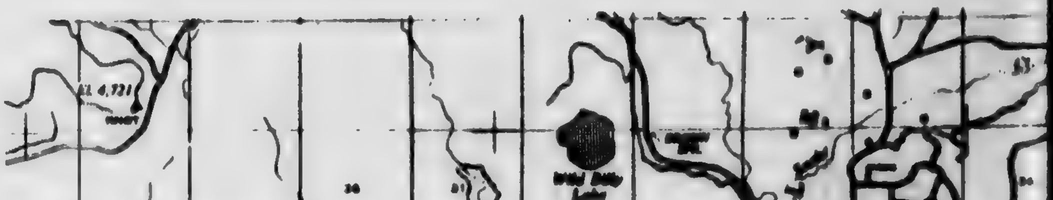
SPRAGUE RIVER BI

CO. RD. (GODOWA SPRI

KLAMATH COUNT

APPROVED April 12, 1984
BOARD OF ~~COMMISSIONERS~~ OF Klamath COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
Scale 0 1 2 Miles

SPRAGUE RIVER BRIDGE SEC. CO. RD. (GODOWA SPRINGS ROAD) KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

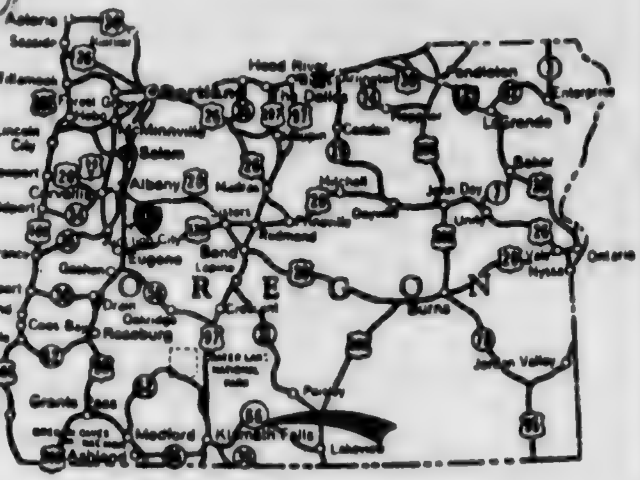
FOR PROPOSED PROJECT

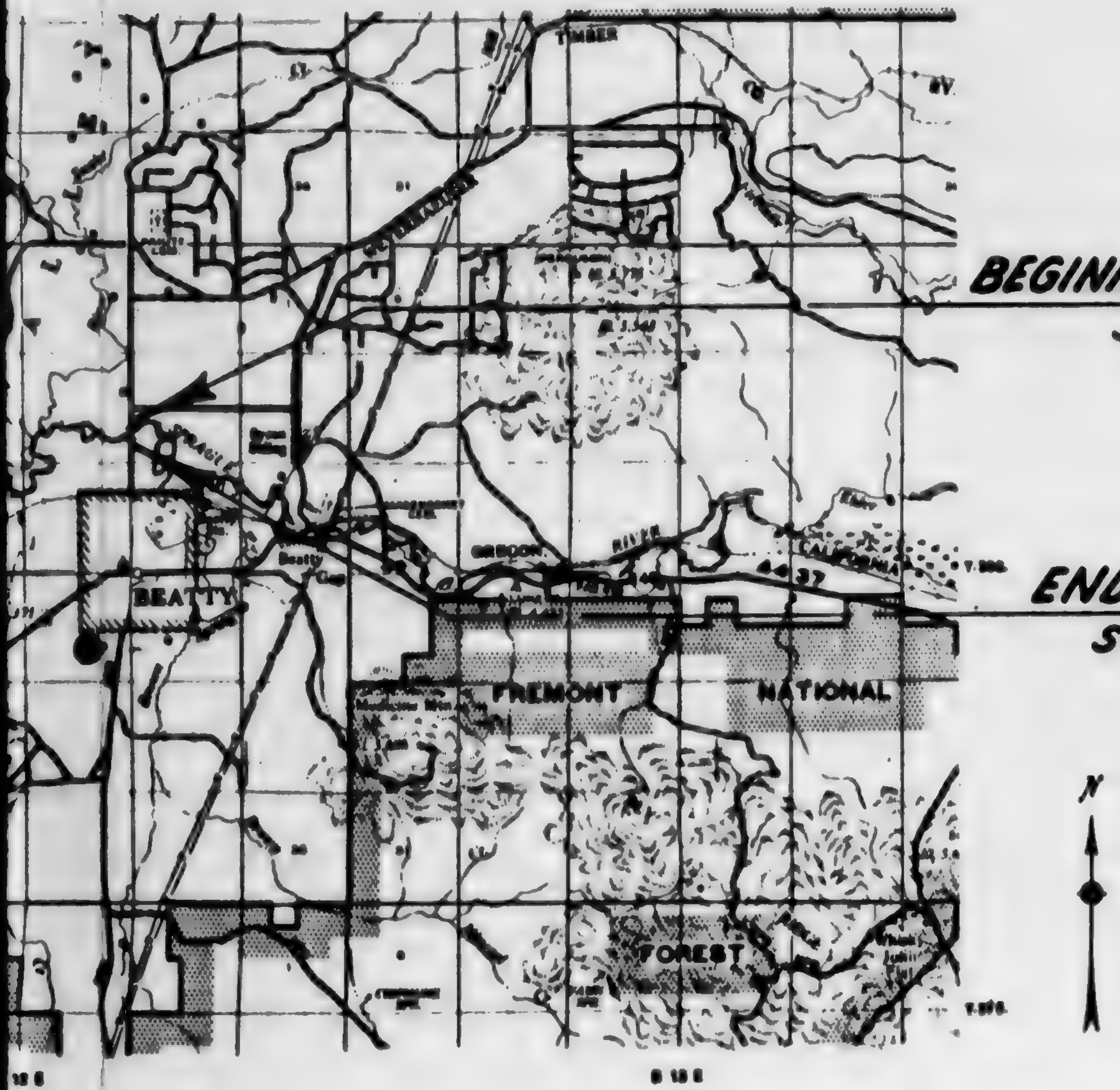
PRELIMINARY COPY
APR 8 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

RIVER BRIDGE SEC.

ODOWA SPRINGS ROAD)

KLAMATH COUNTY





BEGINNING OF PROJECT
Sta. 98+00 (M.P. 1.3)

END OF PROJECT
Sta. 103+20 (M.P. 1.2)

Map
Miles
2

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri,	CHAIRMAN
Peter J. Brix •	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

7824

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

4-12-84

Highway # 2018
Klamath Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1800(6) Prefix 218-1984

Project Name Sprague R. (Godowa Springs Rd) Br. # 16397

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 12th day of April, 1984

County of Klamath

Roger Hamilton
County Judge/Chairman

Carroll
Commissioner

Neil Kuonen
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date April 16, 1984

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9824

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: April 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration
[illegible]
[illegible]

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40084
Project No. BROS-1800(7)
Sprague River Bridge Section
County Rd. (Godowa Springs Rd.)
Klamath County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 24, 1984.

DRH:bkb
Attachment

cc: D.D. Allen (Region 4)
Mike Schultz w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2057; Approval E

FORM PR-1 (REV. 4-61)

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

April 12, 1984

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 1.5 mi. N. of Beatty	**ADT**	PRESENT 150 18 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) BROS -	NUMBER 1800	SEQ. NO. (7)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Opt. 20% Off-System/On-System)	COUNTY NAME Klamath				CODE 035
	NAME OF URBAN AREA ----	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	16	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080	(09)	"Sprague River Bridge Section"	0.098	262,000	209,600		52,400

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.098	262,000	209,600		52,400
1	14	PROGRAM APPROVAL DATES						

REMARKS
Additional Data: Item No. 40084; Projec
No. BROS-1800(6).

KEY #01971

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

O.

FORM PR-1
(REV. 4-61)

April 12, 1984

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 1.5 mi. N. of Beatty		150 18 DHV	----	----	10	Oregon	41	114	40084

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLAIM NO.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								BROS -	1800	(7)		

ERAL FUNDS
Bridge Replacement (Opt. 20% Off-System/On-System)

COUNTY NAME: Klamath
CODE: 035

N AREA

ROUTE NO. N
FEDERAL-AID: Non
STATE: Co. Rd.
U.S.: ----

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Sprague River Bridge Section"	0.098	262,000	209,600		52,400	
EPARED BY DRH			PROJECT TOTALS	0.098	262,000	209,600		52,400	

OGRAM APPROVAL DATES

1971

REMARKS
Additional Data: Item No. 40084; Project
No. BROS-1800(6).

-over

Sprague River Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) construct on existing alignment one precast slab span bridge (No. 16397) 120 ft. in length, roadway width of 31'06"; 2) grade, drain and high-type pave that is necessary for bridge approaches; 3) construct and remove detour; 4) utility adjustments as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: State-County Agreement No. 7864 complying with Section 116, Title 23 USC and Paragraph 6d(1) of PPM 30.4.1 (FHPM 6-6-3-2) was executed 9-29-83.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on page 122.
3) The existing structure has a sufficiency rating of 49.1.

1820

Klamath Co N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 6, 1984

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Sprague R. (Godowa Springs Rd.) Br. #35C133
Highway: Godowa Springs Road
County: Klamath County

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

BM

____ Versteeg ________
____ Anderson ________
____ Adams ________
____ Macnab ________
____ Edwards ________
____ Terpin ________
✓ Trout ________
____ Wakeslig ________

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Form 734-3122

7824

December 14, 1983

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main St.
Klamath Falls, OR 97601

SUBJECT: P.E. Advance Deposit
Sprague River (Godowa Springs Rd.) Br. #35C133

Dear Mr. Kessler,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total P.E. Cost	$ 21,500
Less Free Br. Designs & Spec's	8,000
	$ 13,500
Less Federal Funds	10,800
County Share of Costs	$ 2,700

Please make this advance deposit in the amount of $2,700 and submit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

12-28-83
Rec'd $2,700
Check.
G

HR:bkb
Attachments
bc: (w/AD #83-123) John Hagedorn, Region 4
Vern Skoog - Please return completed AD #83-123 when advance deposit is received.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

1824

11-18-83 Klamath C

SEE INSTRUCTIONS ON REVERSE

SECTION Sprague River (Godowa Springs Road) Bridge #35 C 133	KEY ID#
	REGION 4

SURVEY AUTHORITY Cnk'd	AUTHORIZATION NO. 1	PREFIX 2!8-1984	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN	See 927	$ [redacted]	921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		7,000	929 Free Br Specs		1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS $	$ 21,500
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BROS-1800(6)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This Authorization is to complete the prepartion of plans, specifications and cost estimate that was started under prefix 18-8256. (Prefix 18-8256 is Cancelled.)

Approved by OTC 6-15-[illegible]

PREPARED BY	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/31/83
RECOMMENDED, REGION ENGINEER X Allen	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 10-31-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-18-83	

734-1914 (7-82)

9824

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1800(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40084

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/18/83

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sprague River (Godowa Springs Road) Bridge #35C133

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $21,500
F.F $17,200

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/8/83.

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO Potter
FOR
Info Ins R/D D/R Sign Act File

Orig to
11/29

14. DATE 11/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7824 11-8-83

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 1.5 mi. N. of Beatty "Sprague River (Godowa Springs Rd.) Br."	117	40084	BROS-1800(6)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Klamath Code 035

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 11 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Action ~~Assessment~~: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure #35C133.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 21,500
80%	FF	$ 17,200
	STATE	$ ---
	Co.	$ 4,300

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & Project Map.
2) Included in the approved replacement inventory with a sufficiency rating of 49.1.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-8-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

cc [illegible]

PROJECT PROSPECTUS
PART 4 – SURVEY AUTHORITY

Klamath Co

SEE INSTRUCTIONS ON REVERSE

N

KEY ID#	
SECTION: Sprague River (Godowa Springs Road) Bridge #35 C 133	REGION: 4

SURVEY AUTHORITY Co Rd	AUTHORIZATION NO.	PREFIX	DATE
	1	218-1984	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN	See 927	$ [redacted]	921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		7,000	929 Free Br Specs		1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 21,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-1800(6)

LOCATION ENGINEER'S REMARKS

This Authorization is to complete the prepartion of plans, specifications and cost estimate that was started under prefix 18-8256. (Prefix 18-8256 is Cancelled.)

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
DEC 2 1983
ROAD DESIGN SECTION

Lyle
Do Not File ☐
Return to
Bring Up / /
Action

PREPARED BY	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Allen	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-18-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1971

SECTION: Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION: 4

STATE HIGHWAY #	HIGHWAY NAME Godowa Springs Road	MILE POST FROM 1.2 TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Klamath	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Klamath County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 21.5 ~~19.~~	GRADING	(✓)	X	FILES (#)	1
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES (#)	1
ROADWAY	$ 41.		STRUCTURES	(✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 170.		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 8 ~~7.~~					RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
20% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 43.		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 262 ~~256.~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 283.5 ~~275.~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Existing 24' wide bridge is structurally and functionally obsolete. Low sufficiency rating qualifies it for replacement.

PROPOSED SOLUTION

Replace with 2-span, 32' wide precast slab structure.

REQUESTED, REGION ENGINEER X D W Allen	DATE 10/5/83
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION	KEY ID #
Sprague River (Godowa Springs Road) Bridge #35 C 133	REGION 4

PROJECT JUSTIFICATION

Klamath County originally negotiated with the Highway Division to survey, design and administer the construction. The County was to bear all costs.

The field survey and foundation exploration was completed under an order to render service. The survey was transmitted to Salem June 2, 1983.

Subsequently the project has been designated as an HBR project; a revised agreement has been executed and the project has been approved as an HBR project by the State Highway Engineer under delegated authority.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	~~S~~ N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	E	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	SN	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N ~~S~~	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	E	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
D	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

COMPANIES
Power
Telephone

No conflicts

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0-1			12	×	12			0-1				
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base agg.	12"				
A.C.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	120	32	$170,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

An easement of less than an acre will be required to construct a temporary detour structure and road.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns, but a wider bridge will enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be some minor disturbance of the river during construction, particularly construction of the center pier. No long term impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

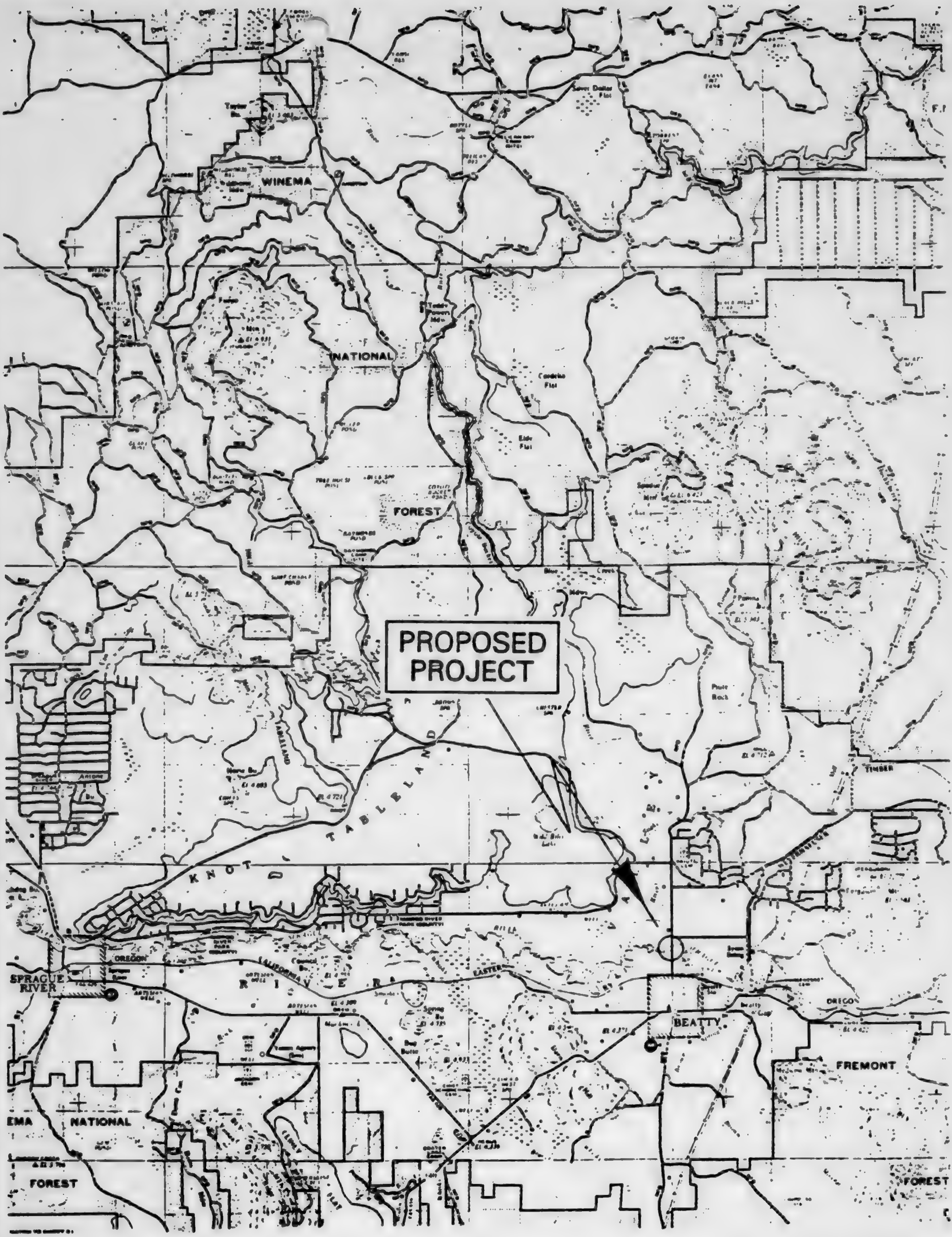
Right-of-way impacts would be minor and temporary. This project is of a type which normally qualify as Categorical Exclusions.

OTHER DOCUMENTATION

PREPARED BY
X

TELEPHONE NUMBER
388-6185

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
November 14, 1983


WINEMA
NATIONAL
FOREST
PROPOSED PROJECT
TABLELAND
KNOT
SPRAGUE RIVER
OREGON
RIVER
BEATTY
FREMONT
TIMBER
EMA
NATIONAL
FOREST
FOREST

9524

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 19, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Sprague R. (Godowa Springs Rd.) Br. #35C133
Godowa Springs Road
Klamath County
BROS-1800(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Division Administrator 11/14/83
Date
[illegible]

ENVIRONMENTAL SECTION
November 17, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Un
Cost & Records Sp
Surfacing Design
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Wayne Cobine
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

An easement of less than an acre will be required to construct a temporary detour structure and road.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns, but a wider bridge will enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be some minor disturbance of the river during construction, particularly construction of the center pier. No long term impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

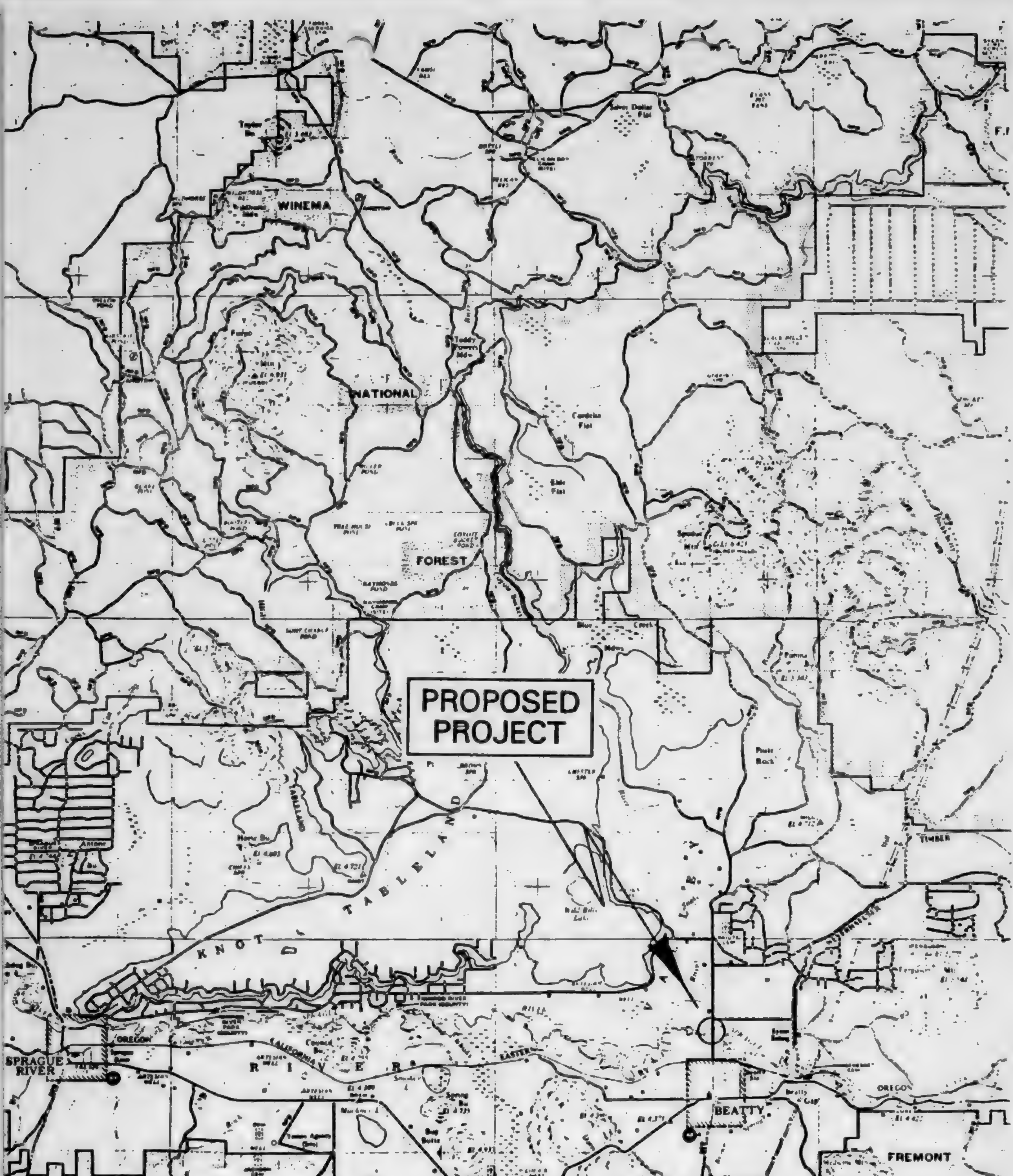
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Right-of-way impacts would be minor and temporary. This project is of a type which normally qualify as Categorical Exclusions.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	388-6185	November 14, 1983


WINEMA
NATIONAL
FOREST
Teddy Powers Mdw
Cardelia Flat
Elder Flat
Spodue Mtn
Blue Creek Mdws
Piute Rock
PROPOSED PROJECT
TIMBER
KNOT TABLELAND
RIVER
SPRAGUE RIVER
OREGON
CALIFORNIA
EASTERN
BEATTY
FREMONT
EMA
NATIONAL
FOREST
FOREST

7824

STATE OF OREGON

INTEROFFICE MEMO

TO: D.E. Swan
Program Management

DATE: October 5, 1983

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Transmittal of Program Packet
Sprague River (Godowa Springs Road) Bridge # 35 C 133
HBR Project--Off-system
Klamath County

This project started out to be totally funded by Klamath County with the Highway Division doing the P.E. and administering the construction.

After completing the field survey and foundation exploration under an order to render service, the bridge department decided to program the project under the HBR program. This has received the blessings of all concerned, hence this transmittal.

The order to render service amounted to some $7,000. I don't think Klamath County would be too concerned about paying this amount, but I would appreciate an attempt to obtain Federal participation, even if after the fact.

JRH:br

Enclosures

PROGRAM SECTION
MANAGER ________ PROJECT UNIT 2
OCT 6 1983
MAN. ASSIST. ________ PROGRAM UNIT ✓
REFER TO PCS & Local Programs
FOR ________

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1971

SECTION Sprague River (Godowa Springs Road) Bridge #35 C 133	REGION 4

STATE HIGHWAY #	HIGHWAY NAME Godowa Springs Road	MILE POST FROM 1.2 TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Klamath	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Klamath County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 19.	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	1
ROADWAY	$ 41.		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 170.		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
20% ~~[illegible]~~ ENGINEERING & CONTINGENCIES	$ 43.		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 256.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 275.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Existing 24' wide bridge is structurally and functionally obsolete. Low sufficiency rating qualifies it for replacement.

PROPOSED SOLUTION

Replace with 2-span, 32' wide precast slab structure.

REQUESTED, REGION ENGINEER X	DATE 10/5/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Sprague River (Godowa Springs Road) Bridge #35 C 133	KEY ID # REGION 4

PROJECT JUSTIFICATION

Klamath County originally negotiated with the Highway Division to survey, design and administer the construction. The County was to bear all costs.

The field survey and foundation exploration was completed under an order to render service. The survey was transmitted to Salem June 2, 1983.

Subsequently the project has been designated as an HBR project; a revised agreement has been executed and the project has been approved as an HBR project by the State Highway Engineer under delegated authority.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION
4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	E
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N
CONDITIONAL USE	N	SENSITIVE LAND	N
FLOOD PLAIN	E	CULTURAL RESOURCE	N
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	S	SECTION 106	N
GEOLOGY AND MINERALS	N	NOISE STUDY	N
BUILDING	N	SECTION 4(F)	N
SIGNALS	N	OLD (#)	NEW (#)
UTILITIES	E	(LIST BELOW)	

COMPANIES
Power
Telephone

No conflicts

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
D	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				0-1			12	×	12			0-1				
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base agg.	12"				
A.C.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	120	32	$170,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

An easement of less than an acre will be required to construct a temporary detour structure and road.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns, but a wider bridge will enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be some minor disturbance of the river during construction, particularly construction of the center pier. No long term impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	388-6185	

734-1813 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Sprague River (Godowa Springs Road) Bridge #35 C 133

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	500.		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3,000.		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

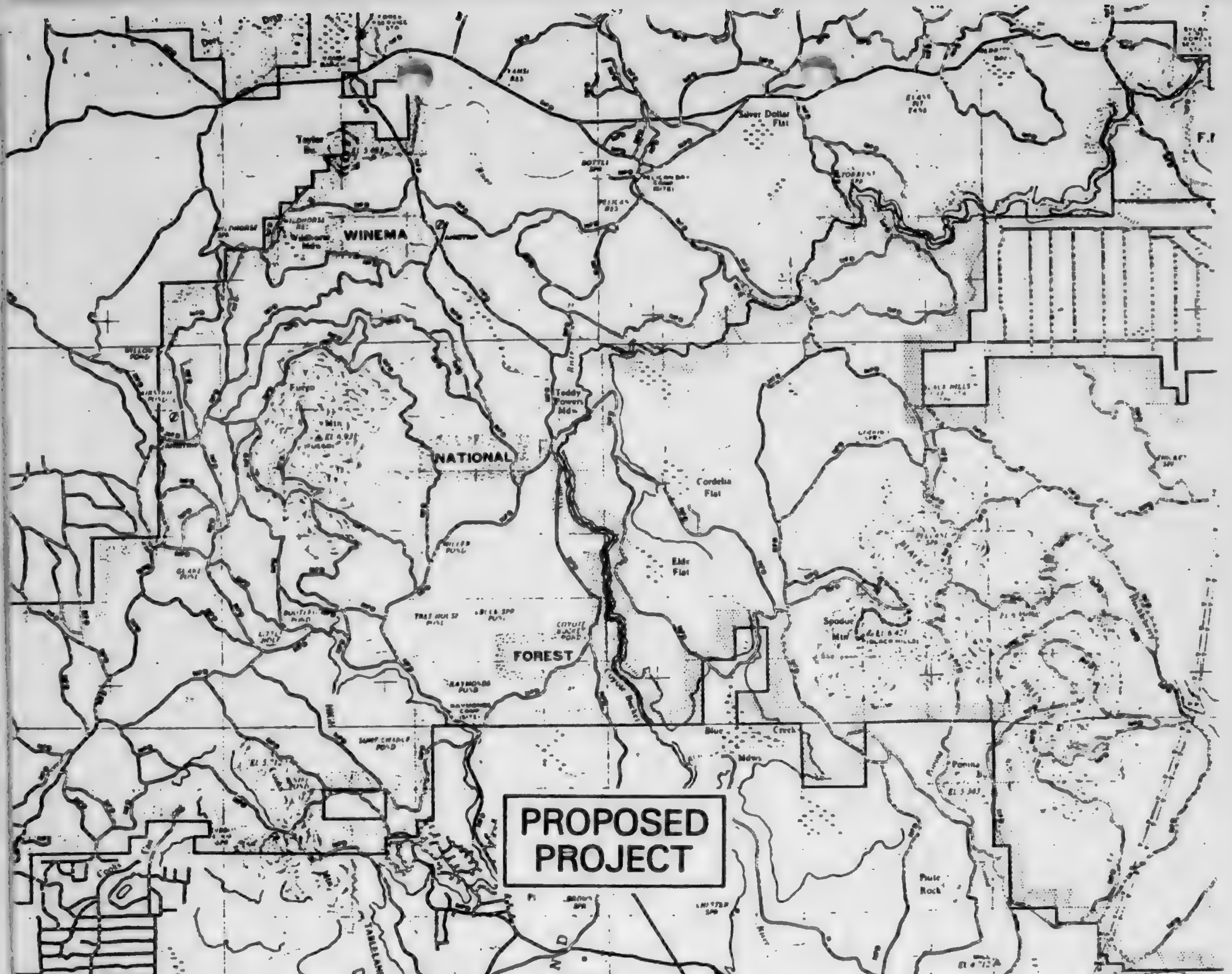
RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Dale D Allen	DATE 10/5/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


PROPOSED PROJECT
WINEMA
NATIONAL
FOREST
Silver Dollar Flat
Teddy Powers Mdw
Cordelia Flat
Elder Flat
Spodue Mtn
Blue Creek Mdws
Piute Rock
TABLELAND
KNOT TABLELAND
Horse Bu
Antone
TIMBER
SPRAGUE RIVER
OREGON
CALIFORNIA EASTERN
RIVER
Spring Bu
Bug Butte
BEATTY
Beatty Gap
OREGON
FREMONT
FOREST
NEMA
NATIONAL
FOREST

7824

September 30, 1983

Board of County Commissioners
Klamath County
Courthouse
316 Main Street
Klamath Falls, OR 97601

AGR

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering the Sprague River (Godowa Springs Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

9824

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT LOC 8

TO: FILES

DATE: September 6, 1983

FROM: Natsuko Kibe
Natsuko Kibe
Hydraulic Specialist

SUBJECT: Sprague River (Godowa Springs Rd.) Bridge
County Road
Klamath County

The proposed project will replace an existing eight-span, 120-foot long timber bridge. Currently the proposed replacement structure is a 120-foot long, two-span prestressed concrete slab structure.

HYDROLOGY

Sprague River is a tributary stream to the Williamson River and has a drainage area upstream of the bridge of approximately 554 square miles. The stream gaging station, number 11-497500 located approximately three miles upstream from the bridge, provided 37 years (29 years continuous) of gaging records. The drainage area at the gaging station is 513 square miles. Using the Log-Pearson Type III probability analysis on the above records, the recurrence interval vs. peak discharge relationship was computed for the gaging station. These peak discharges were adjusted to reflect the drainage area at the bridge site. The peak discharge vs. recurrence interval relationship at the bridge site is listed below.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	7,470 cfs
50-year	6,090 cfs
25-year	4,850 cfs
10-year	3,420 cfs
5-year	2,470 cfs

The maximum flood at the site was observed in 1964. Mr. Earl Kessler, Klamath County Engineer, stated that the water was approximately one-foot below the top of the existing bridge deck. This highwater corresponds approximately to an elevation of 104 feet (assumed datum). The roadway on each side of the bridge was inundated during this flood. The estimated peak discharge was 7,380 cfs (95-year recurrence interval). According to Mr. Kessler the roadway has not been overtopped since the 1964, and no major debris or ice problems have occurred at this site. However, the potential for ice problems still exists since the Sycan River Bridge, about two miles away, was severely damaged by ice two winters ago.

HYDRAULIC DESIGN

The 25-year discharge of 4,850 cfs was chosen as the design flood. At this flood, the highwater stage is 101.5 feet.

Contains Recycled Materials

The existing structure, which provides a gross waterway area (includes pier area) of 945 square feet below the design highwater, was analyzed and found to create 1.1 feet of backwater during the design flood. The overtopping flood was computed to have a 34-year recurrence interval and corresponds to elevation 103.2 feet.

The suggested gross waterway area for the proposed structure during the design flood is 945 square feet below the design highwater stage. The average velocity through the opening is 5.1 feet per second. A structure with the above waterway area will create 0.7 feet of backwater during the design flood resulting in a highwater elevation of 102.2 feet along the upstream side of the bridge. A 120-foot long, two-span structure with vertical abutments was assumed to compute the backwater. The roadway overtopping flood was computed to have a 50-year recurrence interval. Roadway overtopping will occur when the floodwaters reach elevation 103.2 feet. During the overtopping flood, the structure is creating approximately 1.2 feet of backwater. However, the backwater effect becomes negligible during the 100-year flood, because of the large available amount of roadway overflow relief. Approximately two miles of roadway are inundated during the 100-year flood.

It is suggested that the existing bottom of the beam elevation of 103.2 feet be maintained.

RIPRAP

Any fresh embankment slopes below the design highwater elevation should be protected with a 12-inch thick blanket of Class 50 loose riprap. This protection should have a toe trench, but no filter blanket will be required.

NK:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams
✓Don Harwell
Dale Allen
Herb Schell, FHWA

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	Roadway Overtopping Flood	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	4,850	7,470	6,220	7,380
	m^3/s				
Frequency — yrs.		25	100	50	95
H.W. Elevation	ft.	102.2±*	104.2±*	103.2±*	104±
Natural Channel	m.				
H.W. Elevation	ft.				
Channel Change	m.				
Average	fps	5.1			
Velocity	mps				
Headwater	ft.				
Elevation	m.				
Tailwater	ft.				
Elevation	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

* Backwater included

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Spraguer River (Godowa Springs Rd.) Bridge
County Road
Klamath County

COMPILED BY:	DATE:
Natsuko Kibe	Sept. 6, 1983

98-4

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: August 2, 1983

FROM Gary A. Potter
Manager, Program Section Gary

SUBJECT: Highway Bridge Replacement & Rehabilitation (HBR) Program
Local Government Projects

The joint State-County-City HBR Advisory Committee has reviewed additional requests from Local Governments concerning HBR projects and the Six-Year Highway Improvement Program. The Committee proposes to cancel one Off-System project and add four Off-System projects for funding with HBR funds.

1984 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
Umatilla Co.	Dillon Ditch (Edwards) Rd.) Br. #10463	CANCELLATION			
Harney Co.	Sylvies R. (Hotchkiss Ln.) Br. #25A42	$ 150,000	$ 12,000	$ 30,000	$ ----

1985 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
City of Clatskanie	Clatskanie R. (Park St.) Br. #09C10	$ 350,000	$ 280,000	$ 70,000	$ ----
Klamath Co.	Sprague R. (Godowa Sprgs. Rd.) Br. #35C133	300,000	240,000	60,000	----
Douglas Co.	Umpqua R. (Bullock) Br. #10C358	1,650,000	1,320,000	330,000	----

The projects have been investigated and are eligible for funding under the HPR Program. I recommend your approval and request you authorize these projects under delegated authority.

Approved by

H S Coulter
State Highway Engineer

8-3-83
Date

8-3 [illegible]

1387

Klam[illegible] N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

6-28-83

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Sprague River (Godowa Springs Road) Bridge

REGION ~~5~~ 4

SURVEY AUTHORITY	AUTHORIZATION NO 2	PREFIX 18-8256	DATE 6-23-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	500	500	920 PROGRAM MANAGEMENT			937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN	0	0	921 SPECIFICATIONS	2,000	2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	100	100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3,000	3,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN	7,000	7,000			
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$ VOID $ 18,700
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Authority No. 1 is O.R.S. 18-8256 for fieldwork. This Authority No. 2 is to prepare Plans, Specification, and Estimate to construct a bridge by contract, as per agreement with Klamath County. Agreement # 7864

Project being resubmitted under HBR Funding
Hold all work Pending New Prefix
R L Barg

RECEIVED SEP 0 2 1983 ROAD DESIGN SECTION

1 Versteeg N
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig

Lyle - cy

Do Not File ☐
Return To
Bring Up / /
Action

LMG

PREPARED BY Phil Lavellen	DATE 6-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6/28/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X E S Smith	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 6/29/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

7524

June 24, 1983

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

AGR

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]4

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for replacement of the Sprague River (Godowa Springs Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acuqisition (Right of Way)

Number	Name	Consideration
52790	Woodworth, Jay & Towne, Dorothy	$ 6,950.00
53210	Trustee of Central Cemetary Assoc.	350.00
53305	Hartley-Street, Mary K.	-0-
53305	Martin, Danforth A. & Catherine E.	-0-
	4 Transactions	$ 7,300.00

(2) An agreement with Klamath County for replacement of the Sprague River (Godowa Springs Road) Bridge. The County has requested the State to perform all preliminary engineering, design, advertise, award all contracts and supervise the construction. The County has agreed to pay all costs of the project, except free bridge design under ORS 366.155(k).

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 16 day of June, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE 6-3-83

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9824

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Mainor Holmes
Project Management

DATE: April 5, 1983

FROM: JRHagedorn
J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT:
Sprague River (Godowa Springs Rd.)
Bridge #35C133
Godowa SpringsRoad (Off-System)
T36S, R12E
Klamath County

Per our phone conversation this date, attached is the location map you requested.

We are going ahead with an Order to Render Service just for the field survey and foundation exploration. According to Frank Terpin, we will not need an Authority for Survey or Prospectus, etc., so all that we will need further is the agreement for design and the subsequent work necessary to bring the project to letting, and the construction.

The County will bear all of the costs with exception of the free bridge design.

18-8256

JRH:pw

Enclosure

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
APR 6 1983
REFERRED TO________________
FOR ________________
FILE: PM FA LG.

[illegible]

Klamath Co.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 10, 1978

TO
Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM
Frank E. Terpin
Location Engineer
Frank E. Terpin

SUBJECT
General Permit for Fills in Navigable Waters
Section: Sprague River Bridge
Highway: Godowa Springs Road
County: Klamath

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
~~[illegible] Keasey~~
D. E. Keyes

____ Versteeg ____
copy Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
copy Sullivan ____
____ Scott ____
____ Anderson ____

RECEIVED
OCT 11 1978
ENGINEERING SECTION

✓ Trout ____
Do Not File
Return To ____
Bring Up ____/____/____
Action ____

Rev. 10/23/75

9824

Con 19-1

Sprague R

Safer Off-Systems
COUNTY ROAD XXXXX PROJECT REQUEST

1-12-78

Name of County Klamath FAS No. ____ Date ____

County Road Name Godowa Spring Road

Section Name ____

Type of Project Bridge 1193-1

Location of Project (Attach sketch map) Sections 10 & 11, T.36S., R.12E., W.M.

ADT ____ Design Speed 55 m.p.h.

Is this request for county bridge design only? Yes XX No ____

county FAS bridge design? Yes ____ No XX

Will County hire consultant for this project? Yes ____ No XX

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width ____
2. Shoulders: Type ____
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side ____ Total Top Width ____
3. Grading and Drainage:
   By County ____ County Date of Completion ____ By Contract ____
4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____
5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____
6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____
7. Traveled Surface and Shoulders:
   By County ____ County Date of Completion ____ By Contract ____
8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____
9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired ____
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ____

ROE RE RCE FAE

RTE RECEIVED GEO

RUE JAN 12 1978 RDE

RSO REGION 4 RBE

ASSIGNED

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population____________ Area exempt from bike law__________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired__________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?____________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County______________ Contractor______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______________________________

33. Existing facility - Total top width ______________
Travelway width and surface ______________, ______________
Shoulder width and surface ______________, ______________

Remarks re Section I:______________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Sprague River
2. Name of bridge 1193-1

3a. Dimensions of existing bridge. Length 119.9 Roadway Width 24.2 Type Wood
b. Dimensions of existing approaches. Type A/C Width 22 Shoulders 3

4. Type of design and material used in existing bridge.
H-20-Wood

5. Location (please attach map with location marked):
Section 10 & 11 Township 36S., Range 12E., W.M.

6. Desired width of proposed bridge 32 feet Approx. length 120 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No XX
Upstream ______ Downstream ______ Width ______

8. Does County wish a particular type of bridge design? Yes XX No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed concrete with concrete piling and caps.

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No XX
Explain ______

10. Foundation Testing: By County? Yes ______ No XX
By State? Yes XX No ______

11. Will County close road during construction? Yes ______ No XX

12. Can presently established road be used as detour? Yes XX No ______

13. Must a new detour be constructed? Yes XX No ______

14. Will detour be constructed & maintained by County: Yes ______ No XX

15. Will detour be constructed & maintained by Contractor? Yes XX No ______

16. Will County sign project outside work area during construction? Yes ______ No XX

17. Will Contractor sign project outside work area during construction? Yes XX No ______

18. Approaches or Connections: By County? Yes ______ No XX
By Contractor? Yes XX No ______
Traveled surface: Type A/C Width 24 feet
Shoulder surface: Type Gravel Width 4 feet
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes ______ No XX

N.W. quadrant distance from structure ______
N.E. quadrant distance from structure ______
S.W. quadrant distance from structure ______
S.E. quadrant distance from structure ______

20. Guardrail: Desired on approaches or connections: Yes______ No XX
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No XX
Use for detour? Yes______ No XX
Removed by County? Yes______ No XX
Removed by Contractor? Yes XX No______
Salvaged by Contractor for County? Yes______ No XX
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No XX
By Contractor? Yes XX No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No XX Size__________
Company__________________________________
b. Sanitary sewer mains: Yes______ No XX Size__________
Company__________________________________
c. Storm sewer: Yes______ No XX Size__________
Company__________________________________
X d. Gas mains: Yes______ No XX Size__________
Company__________________________________
e. Power lines: Yes______ No XX Size__________
Company__________________________________
f. Telephone lines: Yes______ No XX Size__________
Company__________________________________
g. Other Utilities:__________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes XX No______

25. Does County wish lightpost bases and conduit installed? Yes______ No XX

26. Does County wish complete job of illumination in project? Yes______ No XX

27. Is project contingent upon other factors? Yes______ No XX
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width A/C, 22 feet

Shoulder surface and width Gravel, 3 feet

S or W Side - Travelway surface and width A/C, 22 feet

Shoulder surface and width Gravel, 3 feet

Remarks re Section II: Detour will be by a temporary bridge installed by the contractor.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes____ No XX

By Consultant? Yes____ No XX

By County? Yes XX No____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes____ No XX

3. Construction plans and specifications to be prepared:

By State? Yes XX No____

By Consultant? Yes____ No XX

By County? Yes____ No XX

4. Does County desire center line to be permanently monumented as part of project? Yes____ No XX

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____ No XX
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum_______ Minimum_________

2. Is any additional right of way needed? Yes______ No______
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes______ No______

4. Should State negotiate and acquire right of way in behalf of County? Yes______ No______

5. Should State prepare options? Yes______ No______

6. Should material source site be included in right-of-way descriptions? Yes______ No______

7. Is there any merchantable timber on right of way? Yes______ No______

8. Will timber be reserved for owner? Yes______ No______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes______ No______

10. Is a hearing necessary? Yes______ No______
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes______ No______
If yes, give type and name of utility company:____________________________
____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes______ No______
If yes, give type and name of utility company:____________________________
____

13. Are utilities on existing right of way by permit_____or by franchise_____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes______ No______
If yes, give name of irrigation company or district____________________
____
and dates between which water can be turned off: From__________________
To____________________

15. Are there any railroad crossings? Yes______ No______

16. Name of Railroad____

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger__________________ Speed__________________
Freight__________________ Speed__________________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs________
Crossbucks_________________ Automatic bell__________ Gates____________

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks,
etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes______ No______
By County? Yes______ No______
By State at County expense? Yes______ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No______
By County? Yes______ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No______

29. Will P.U.C. application be made by State__________ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes,
or business requiring relocation assistance? Yes______ No______

Remarks re Section IV:____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel________ Quarry________ Cinders________
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______ W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location________
   Miscellaneous Items________

Remarks re Section V:________

VI. FINANCIAL DATA

1. Estimated Cost: $ 150,000.00
2. Available XXXX Off-System Funds $ 250,000.00
3. Does County wish advancement of future Federal funds? Yes____ No XX
   Amount________
4. Date match money is available July 1, 1978
5. Will there be any 100% County money? Yes____ No XX
6. Maximum amount of 100% County money available: $ None
7. Date County request letting: July, 1978

Remarks re Section VI:________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Klamath County Department of Public Works Office
2. Environmental	Klamath County Department of Public Works Office
3. Public Hearing	Klamath County Department of Public Works Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Kuonen
County Judge or Comm. Chairman

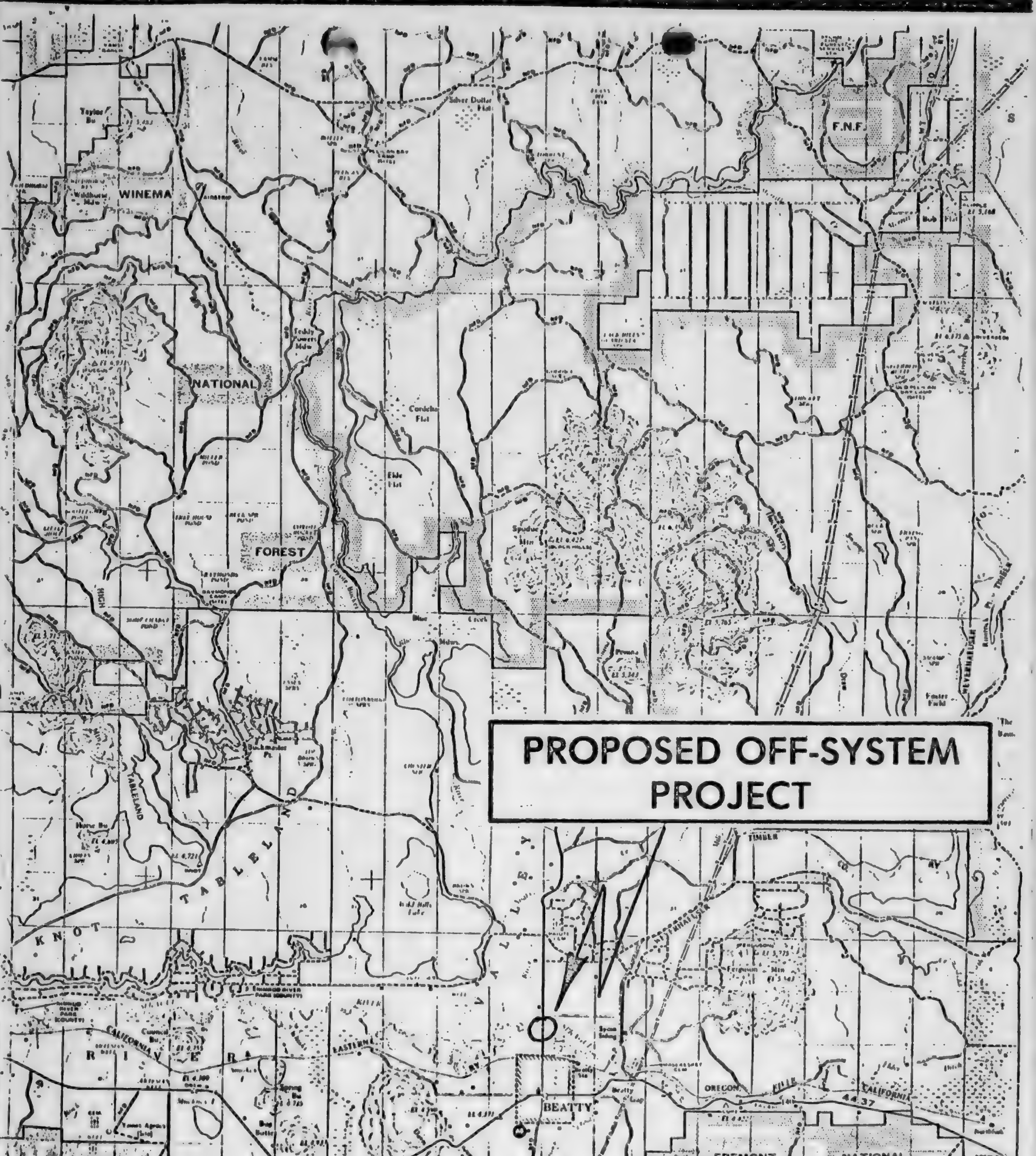
By Floyd L. Wynne
County Commissioner

By Lloyd Ott
County Commissioner

By __________
County Engineer of Roadmaster

County Klamath

Date January 9, 1978


WINEMA
NATIONAL
FOREST
F.N.F.
KNOT TABLELAND
TABLELAND
VALLEY
RIVER
BEATTY
FREMONT
NATIONAL
FOREST
OREGON
CALIFORNIA
EASTERN
Silver Dollar Flat
Cordelia Flat
Elde Flat
Spodue Mtn
Taylor Bu
Blue Creek
Horse Bu
Bull Hills Lake
Fremont Mtn
Timber
Teddy Powers Mdw
Bug Butte
The Bum
44-37

PROPOSED OFF-SYSTEM PROJECT

KLAMATH County

1984 Salmon Cr. Bridge Section 9825
Willamette Hwy. E. of Oakridge
(maintenance painting)

9825 N

December 9, 1985

CON 5
#9825

Fidelity & Deposit Company of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

On August 8, 1985, we wrote to you concerning release of final payment on Contract No. 9825 awarded to Abhe & Svoboda, Inc., for maintenance painting work on the Salmon Creek Bridge of the Willamette Highway in Lane County.

Final payment on this contract is $1,000.00 and the total contract amount is $80,260.00. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Abhe & Svoboda, Inc.,
P. O. Box 251
Prior Lake, MN 55372

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
James Gix

9825

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9825, On Site Work Substantially Completed September 24, 1984

All Work Completed March 8, 1985

Project Salmon Creek Bridge

Highway Willamette

County Lane

Type of Work Maintenance Painting

Contractor ABHE & Svoboda, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 Surety letter written.

noted
RGormsen

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Report # 27

SECTION: Salmon Creek Bridge

WEEK ENDING: February 2, 1985

SECTION PREFIX: 20-1171

HIGHWAY: Willamette

COUNTY: Lane

NAME OF JOB: Salmon Creek Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: ABHE & Svoboda, Inc.

CONTRACT NUMBER: 9825

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: June 1, 1984

DATE WORK STARTED: July 31, 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS: 45

WORK DAYS USED: 54

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $ 93,443.45

EXCLUSIVE OF ENGINEERING: $ 85,282.45

ENGINEERING AUTHORIZATION: $ 8,161.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 80,260.00

ENGINEERING COST TO DATE: $ 13,300.00

This Office: 11,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: 0 %

PERCENT OF AUTHORIZATION: 163 %

DATE PROJECT WAS COMPLETED: September 24, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 7/31/84.
MONDAY				Second Notification - 9/24/84.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 05 1985
CONSTRUCTION SECTION

CE F CAE ---- LS ---- TC ----
COE ---- OM ---- SA ---- CC ----
OE ---- FE ---- CP ----
CA ---- PQC ----
CAM ---- QCS ----
EEO ---- FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/27/85 SUNDAY	
1/28/85 MONDAY	No Activity this week.
1/29/85 TUESDAY	
1/30/85 WEDNESDAY	
1/31/85 THURSDAY	
2/1/85 FRIDAY	
2/2/85 SATURDAY	

REMARKS

First Notification - 7/31/84.

Second Notification - 9/24/84.

Waiting for corrective contractor's payrolls.
Semi-final submitted to Region on 2/1/85.

This will be the last report.

SIGNED ______ LOCATION ______
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

982[illegible]

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1984

In Reply Refer to
File No.:

CON 5

Abhe & Svoboda, Inc.
Water's Edge Office Plaza
P. O. Box 251
Prior Lake, MN 55372

Time Extension Request
Salmon Creek Bridge
Contract No. 9825

Your request for additional contract time in which to complete the above project has been carefully considered. You requested an additional 20 workdays due to late delivery of paint materials. In accord with the terms of the contract, Section 108.09 of the Standard specifications, late delivery of materials is not a valid reason for adjustment of contract time. Your request, therefore, must be denied.

There remains 9 workdays of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Doug Greene w/att.

Form 734-3122

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 17, 1984

W. J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Request for Time Extension
Salmon Creek Bridge
Contract No. 9825

I have reviewed the contractor's request for a time extension on subject project and cannot find a valid reason to grant him one.

Doug Greene found the paint delivery date to be ten days after it was ordered so the contractor's claim is not factual.

I recommend the time extension be denied.

wjq/ba

Attach.

cc: D. Greene

11-6-84

W. E. Schwartz -

I concur with Region & Project Mgr. and recommend that this request be denied. Late materials delivery is not a valid reason for time extension. The failure of the contractor to submit the required written protest of workday changes is also a waiver of his rights to a time extension.

O. B. Jackmond

CE...... [✓ CAE]...... RECEIVED LS...... TC......
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CA...... OCT 18 1984 FE......
CAM...... MA......
CP...... CONSTRUCTION QCS......
LEO...... SECTION FILE......

1-123-1387

CL 84-226

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 30 1984
NORMA PAULUS
SECRETARY OF STATE

October 26, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9825

Ivy Hi-Lift
195 Madison Street
Eugene, OR 97402

Attention: James R. Cavanaugh

Gentlemen:

This will acknowledge your letter of October 17, 1984, with attached invoice, filing a claim against Enterprise Decorating concerning the following Highway Division contract:

RECEIVED
OCT 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FILED BY	Ivy Hi-Lift
AMOUNT:	$100
FOR:	Equipment damage
AGAINST (Prime contractor)	Abhe & Svoboda, Inc.
CONTRACT No.:	9825
PROJECT:	Salmon Creek Bridge, Willamette Highway, Lane County
SURETY:	Fidelity & Deposit Co. of Maryland
AGENT:	Alexander & Alexander, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Robert W. Gormsen
COMMISSION SERVICES

cc: Abhe & Svoboda, Inc.
P. O. Box 251
Prior Lake, MN 55372

Fidelity & Deposit Co. of Maryland
Charles & Lexington Streets
Baltimore, MD 21203

Fidelity & Deposit Co. of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

NOTED ON CARD
11-28-84 kjm

EUGENE
195 Madison
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97309
399-9568

IVY HI-LIFT
SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT
dba IVY RENTS SCAFFOLDING, INC.

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

October 17, 1984

Mr. Robert Gormsen
Commission Service
121 Transportation Bldg.
Salem, Or. 97310

RE: Contract # 9925

Dear Mr. Gormsen:

The above mentioned contract was awarded to "Abhe & Svoboda, Inc".

Under the name of "Enterprise Decorating", they rented a scissor lift from our company for work at the Salmon Creek Bridge, Oakridge. The rental was paid in full. Upon return of the machine, excessive damage was noted. The machine had been sandblasted and had an excessive of paint over spray.

We will have to have the machine painted, at a cost to us of $100.00.

Enclosed find a copy of invoice # 11427 I am billing to "Enterprise Decorating" for the damage, since it is a customer responibility. Also enclosed find copies of the pictures I took of the lift showing damage.

Thank you for your help in resolving this matter.

Sincerely,

James R. Cavanaugh

James R. Cavanaugh
Manager, Ivy Hi-Lift
Eugene, Or. 97402

RECEIVED
OCT 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JC/jk
enc.

CC: Enterprise Decorating
CC: Abhe & Svoboda, Inc.

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.
AGC
OREGON-COLUMBIA CHAPTER

EUGENE
484-2511
195 MADISON
97402-5089

MEDFORD
773-7323
2216 W. MAIN
97501-2297

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211

MEMBER
SIA
SCAFFOLD INDUSTRY ASSOCIATION

Ivy
HI-LIFT
EQUIPMENT

"Specialists in Scaffolding, Shoring, & High-Reach Equipment"
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

Enterprise [illegible]
12504 [illegible] Rd
[illegible], Minn
55343

PLEASE REMIT PAYMENT TO:
☒ EUGENE
☐ PORTLAND
☐ SALEM

11427

DATE 10-8-84

☒ SALES ☐ RENTAL ☐ CREDIT

ORDER NO.	JOB NO.	SHIPPED TO	SALESMAN:
		[illegible]	[illegible]

NO.	DESCRIPTION	RETURNED	RENTAL FROM	RENTAL TO	AMOUNT
	RT 25G-6782				
	Clean [illegible] from				
	machine — [illegible] [illegible]				
	[illegible] list				$100.00

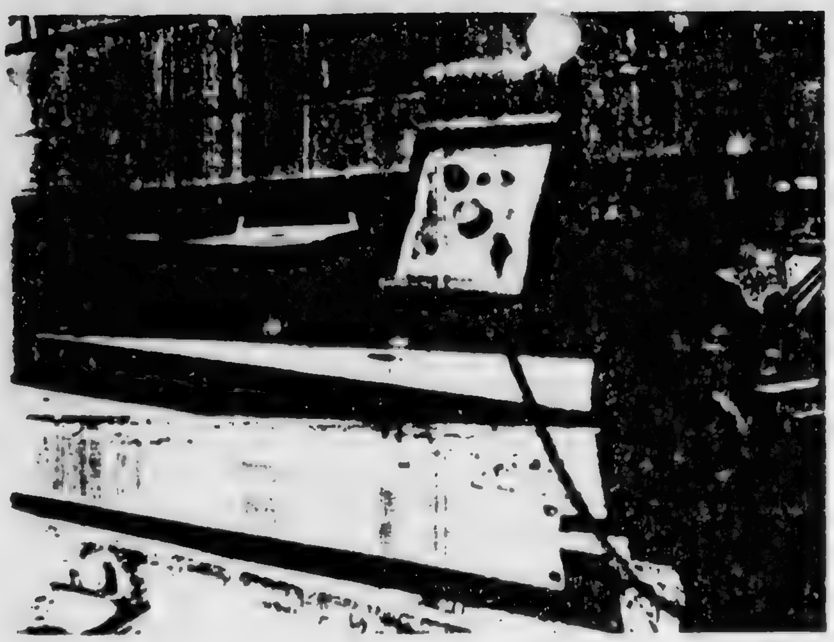
RECEIVED
OCT 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

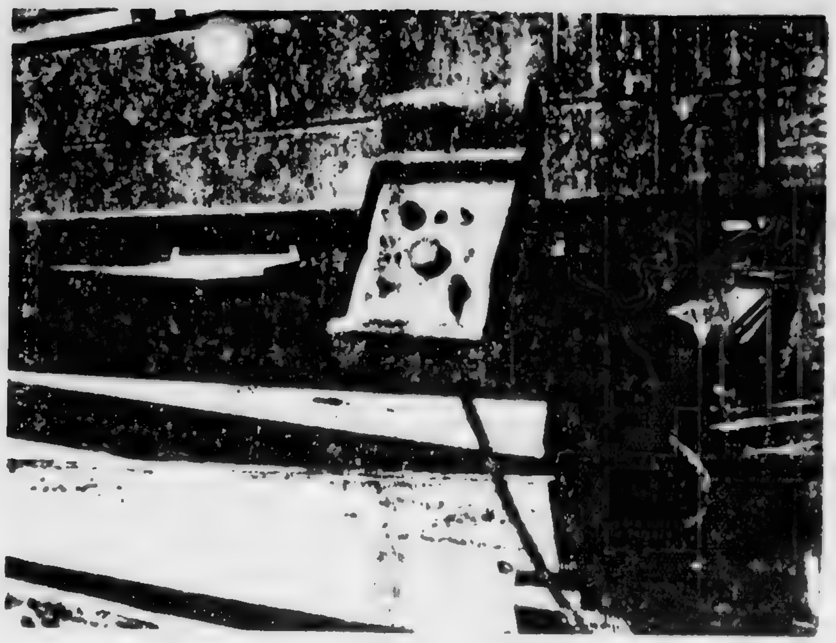
TERMS: A DISCOUNT OF ~~ MAY BE DEDUCTED IF PAID & POSTMARKED
NET 28 DAYS.
A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

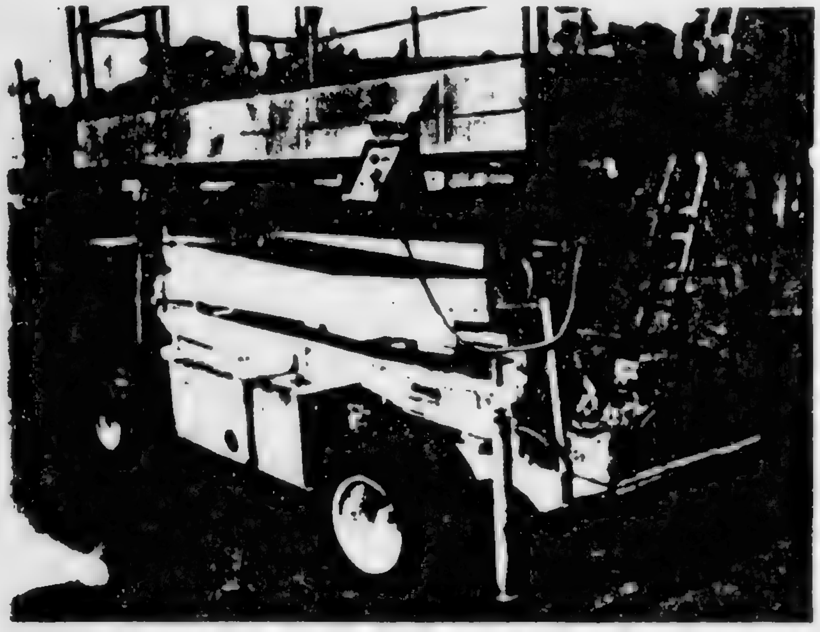
PLEASE PAY BY INVOICE

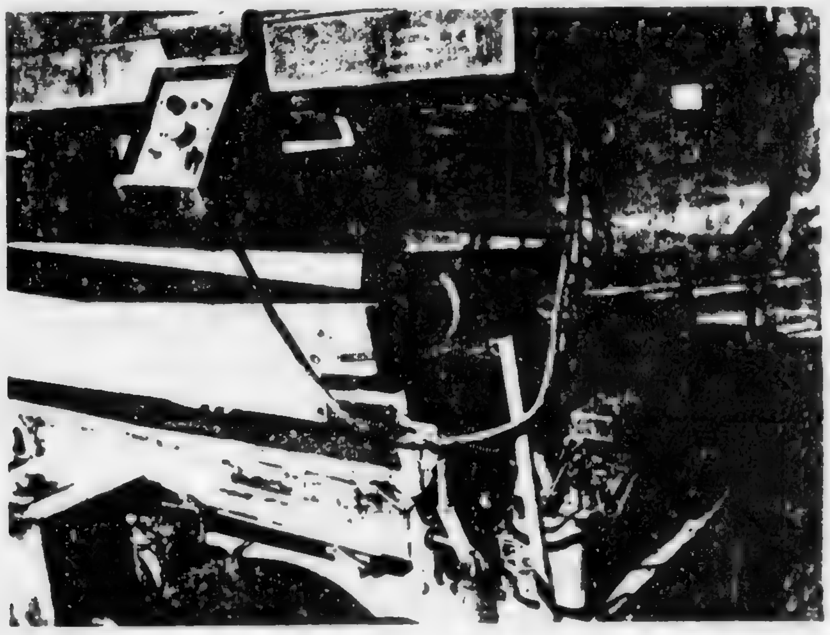
DELIVERY

Billing—Blue Office—Green Accounting—Goldenrod Delivery—Pink









RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 17, 1984 MAI

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Bridge Maintenance Painting Contracts

The last paragraph of the attached memo from Marty Laylor points out a problem that has been with us for some time. The practice of assigning bridge maintenance contracts to the local Project Manager too often fails to give the Department what it contracts for.

The present day high-performance coating systems require that both the contractor and the owner's representative have a reasonably good understanding of those systems. The state's project managers and too often the on-the-job inspectors simply do not have that background. The results are contract disputes, poor performance and cost over-runs. These problems are particularly apparent on the current Yaquina Bay Bridge maintenance painting contract.

The suggestion of certralized responsibility for bridge painting contracts has been discussed internally previously. I believe it has merit and should be given further consideration.

WJH:jrb

Attachment

cc /w/ attachment: Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Walt Hart

NOTED
E. S. HUNTER
10-22-84

I agree. Please proceed to define the job and how to proceed. So advise Const. Sect. Regions, etc.
ESH

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: October 5, 1984

FROM: H. M. Laylor
Research Project Coordinator

SUBJECT: Painting on the Salmon River
Bridge Prefix 20-1171

On September 27, 1984 Doug Eakin and I met with Bill Bangert, and Dave Harmon and we were later joined by Bill Quinn and Doug Greene at the above named project to examine the results of the dry-spray problem that had occurred during the application of the high-build vinyl. The dry-spray was found to be excessive in both amount and degree. Other minor problems observed were chalking, pinholing, solvent bubbles in the film, some entrapped sand particles in the film, and poor coalescense of the film.

The problems, with the exception of the sand, are attributable to either an improper solvent blend used in the manufacture of the paint or improper thinning on the jobsite by the painters. In either case the result is the presence of surface discontinuities in the paint film which reduces the effectiveness of the film to perform as a true barrier coat; thus, some reduction in performance of the paint system can be expected. My observations of the conditions that led up to the problems are as follows:

Inspection:

The inspector was not familiar with vinyl paints or application of vinyls; consequently, when problems arose he had no way of recognizing them. A second difficulty that occurred was that documented field samples of the paint were not taken and submitted to the lab; consequently, improper thinning can not be differenciated from a material deficiency.

Contractor:

The contractor, an experienced bridge painter, was not familiar with vinyl systems and not familiar with what our inspectors normally find acceptable. When problems arose and there were no complaints from the inspectors, the contractor continued until the application problems were affecting production. Thinning was then done but, apparently, the wrong thinners were used since the problem persisted.

Specifications:

The specifications require that no thinning of the final coat be permitted. In the past this has not been a problem since the materials that

RECEIVED
OCT -5 1984
BRIDGE SECTION

81-125-1967

were being supplied were manufactured with all slow solvents. Now that more suppliers are manufacturing paints for us, we are seeing a much greater variety of solvent blends and other philosophies of vinyl formulation. These other formulations meet our specifications but will require us to have more flexibility in our attitude toward thinning. Consequently, a revision of the thinning requirement should be considered.

In view of the above considerations this paint job should probably be accepted as being marginal and be noted as being lower in quality than we are accustomed to receiving.

Materials from the same manufacturer are being supplied to a painting project at Winston. The project manager has been made aware of the problem and has been notified by the lab as to which thinners are acceptable for controlling the dry-spray problem.

This problem again points to the need of having a capable, well trained inspector that, at the very least, would be able to visit the various painting sites throughout the State on a weekly basis. This would not eliminate the need to have a trained inspector at the jobsite but would complement the regular inspectors by giving them further on-the-job training and making them more capable bridge painting inspectors.

cc: Gordon Beecroft
Jim Gix
Walt Hart
C. O. Fredrickson
Jack Sullivan
Doug Greene
Bill Bangert
John Wood

9825

jarvie
paint

August 6, 1984

Oregon State Dept. of Transportation
Construction Section
Contract Payments
1158 Chemeketa NE
Salmon Creek OR 97310

Gentlemen:

We are pleased to advise you that on July 26, 1984, we commenced to deliver materials for use on the Main Street Bridge, Contract #9825, Oakridge, Oregon.

These materials were delivered on the order of Abhe & Svoboda, PO Box 251, Prior Lake, Minnesota 55372, and furnished to Abhe & Svoboda c/o Main Street Bridge, Oakridge, Oregon.

We take this opportunity to advise you of this face in line with our policy to keep contractors fully informed of any delivery of materials or supplies for which they and their surety will be held responsible for payments.

Sincerely,

R.C. Chamberl

Roger C. Chamberlin
General Manager

RCC:aek

RECEIVED
AUG 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. rec.

CE____ CAE____ RECEIVED LS____ TC____
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CAM____ NA____
CP____ CONSTRUCTION OCS____
EEO____ SECTION FILE____

760 ALOHA STREET • SEATTLE, WASHINGTON 98109 • (206) 284-1040

1984 Oregon Coast Hwy. at W. 9826
Devils Lake Rd. in Lincoln City
(traffic signal)

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

May 14, 1985

D. O. Christensen
Road Design Engineer

Files 54528 and 54529
Oregon Coast Hwy. at E. Devils Lake Rd. Section
Oregon Coast Highway
Lincoln County

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:

CON 5

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Re: Time Extension Request Appeal
Oregon Coast Hwy. @ W. Devils Lake Rd.
Contract No. 9826

Your second request for additional contract time in which to complete the above project has been very carefully reviewed. A prior 13 calendar day time extension was granted for work done under Price Agreement No. 2. Based on the information in your resubmittal it appears that we may not have considered the fact that you furnished temporarily borrowed junction boxes from another of your projects in order to expedite the work done under Price Agreement. A contract time adjustment of an additional 3 calendar days is granted for this reason.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Chuck Elroy w/att.
Bruce Walton

TE/166

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: 4-19-85

221-8220

FROM: Ken
Kenneth E. Husby
REGION 2 CONSTRUCTION ENGINEER

SUBJECT:
Time Extension Request
Oregon Coast Highway at W. Devil's Lake Road
Contract No. 9826

Attached is another contractor's request for adjustment of contract time for the subject project from Hamilton Electric. Hamilton requests 12 additional calendar days over and above the 13 days Mr. Schwartz granted for P.A. No. 2 in his Dec. 4, 1984 letter.

In the attached correspondence I do not see any additional information supplied by Hamilton or Elroy which demonstrates strict compliance with the 20 day protest requirements of sections 108.08 and 108.09 of the Standard Specs. However, I feel the facts morally justify a 3 day time extension necessary to offset the remaining 3 days of liquidated damages. For argument's sake:

1) For P.A.'s 1 and 3, the contractor did not protest time charged because there was job site activity, although it was reduced in level; consequently, calendar days had to be charged.

2) For P.A. No. 2, the contractor, in good faith effort, actually reduced the delay by borrowing from another project the 12 additional junction boxes required.

5-10-85

W. E. Schwartz –

I concur with Region, based on item 2 above, and recommend a 3 C.D. time extension.

O. B. Jackmond

CE.... CAE.... RECEIVED LS...... TC......
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OE.......... APR 2 [illegible] FE...... CP......
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CAM.......... CONSTRUCTION QCS..........
EEO.......... SECTION FILE..........

May 7, 1985

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

CON 5
#9826

Gentlemen or Ladies:

On April 30, 1985, we wrote to you concerning release of final payment on Contract No. 9826 awarded to Hamilton Electric, Inc. for traffic signal installation on the Oregon Coast Highway at West Devils Lake Road in Lincoln City.

Final payment on this contract is $925.90. The total contract amount is $33,714.10. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Electric, Inc.
PO Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9826

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 23, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9826, On Site Work Substantially Completed October 10, 1984

All Work Completed February 27, 1985

Project Oregon Coast Hwy. @ W. Devils Lake Rd.

Highway Oregon Coast

County Lincoln

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted RGormsen

April 30, 1985 - Surety letter written.

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

FORM 81-734-3601

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Hwy. at West Devil's Lake Rd.

WEEK ENDING: December 15, 1984

SECTION PREFIX: 221-8220

HIGHWAY: Ore. Coast Hwy 101

COUNTY: Lincoln

NAME OF JOB: Ore. Coast Hwy. at W. Devils Lake Rd. (Lincoln City)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 9826

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 14, 1984

DATE WORK STARTED: July 31, 1984

ESTIMATED COMPLETION DATE: Sept. 24, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 106

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 117

PROJECT AUTHORIZATION: $ 71,525.86

EXCLUSIVE OF ENGINEERING: $ 65,279.06

ENGINEERING AUTHORIZATION $ 6,246.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 65,279.06

ENGINEERING COST TO DATE $ 10,560.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 105%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 169 %

DATE PROJECT WAS COMPLETED: October 10, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 17 1984
CONSTRUCTION SECTION

CE F CAE ....
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LS ...... TC ......
SA ...... CC ......
FE ...... CP ......
PEC ....
OCS ....
FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed Semi-final on December 14, 1984. This will be the last weekly report.

SIGNED Charles W Elroy LOCATION Newport

Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]7816

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1984

In Reply Refer to
File No.

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5

Time Extension Request
Oregon Coast Highway @ Devils Lake Road
Contract No. 9826

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time adjustment of an additional 13 calendar days is granted due to the work performed under Price Agreement No. 2.

You also requested additional contract time due to work done under Price Agreements 1 and 3. This portion of your request does not comply with the time provisions of Sections 108.08 and 108.09 of the contract Standard Specifications and therefore cannot be considered.

The adjusted contract time of completion for this project is 103 calendar days. There remains 3 calendar days of liquidated damages under this contract.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager C. W. Elroy.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
William Anhorn w/att.
Chuck Elroy w/att.
Bruce Walton

TE/113/2

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: T.W. Litchfield, P.E.
Region Construction Engineer

DATE: Oct. 11, 1984

FROM: Charles W. Elroy
Charles W. Elroy
Project Manager

REGION 2 OFFICE
RECEIVED
OCT 16 1984
RLO..... RQS.....
[✓ RE] ..... [✓ RCE] dc [✓ RME] ..... ROM dc
RTS ____ RLS ____ RPC ____ RFS ____
RUS ____ RG ____ RSR ____

SUBJECT: Time Extension Request
Oregon Coast Highway at West Devils Lake
Lincoln County
Traffic Signals
Contract No. 9826

Herewith is Hamilton Electric Inc.'s request for a 15 calendar day time extension which will increase the specified time for completion from 90 calendar days to 105.

Work commenced July 30, 1984. The time count started June 27, 1984 and when stopped on October 10, 1984 by the second notification 16 calendar days had been used, or an excess of 16 days.

The contractor's justification is based on the below listed price agreements:

No. 1: Furnish 30-inch No. 4 Steel Hoop Bars.
completed 10-7-84 No. 2: Delete portion of loop feeder cuts and install underground conduit, shielded cable and junction boxes.
No. 3: Re-cut detector loop and feeder lines for loops 11, 12, 13, 14, 15, and 16.

Our analysis follows:

P.A. No. 1: Furnish 30-inch No. 4 steel Hoop Bars. Originally the State Signal Unit was to furnish all reinforcing steel for the signal pole bases. The state was out of this size and length of reinforcement and to order this material would require a two week delay in the project. Contractor was able to furnish this material within 5 days. Recommend 5 calendar days be allowed.

P.A. No. 2: Delete portion of loop feeder cuts, install buried conduit, shielded cable, and junction boxes. Due to error in the contract plans the contractor was requested to give a price for installing 1 1/2 inch buried conduit (825 Lin. Ft.), extra shielded cable and 12 junction boxes. This work required 8 days extra work. Therefore, I recommend 8 calendar days be allowed.

CE____CAE.....RECEIVED LS..... TC.....
COE____OM____ SA.....CC.....
CA.............. OCT 22 1984 FE..............
CAM.__________ MA.__________
CP__________CONSTRUCTION OCS__________
CEO__________ SECTION FILE__________

P.A. No. 3: Recut detector loop and feeder lines for loops 11, 12, 13, 14, 15 and 16. When the detector and feeder lines were first cut, it was found that the asphalt cement depth was only 1 inch deep. The depth of AC pavement cutting for loops and feeder lines according to plan drawing No. 1471 is 1 1/2 inches. Actual lost time in overlaying this northerly side approach road and recutting the loops and feeder lines was 5 days, but considerable more time evolved between the initiation and approval of the agreement. It is my recommendation that 5 calendar days be allowed.

Summary: The contractor requests 15 calendar days and I recommend 18.

Scotch® 7664 "Post-it" Routing-Request Pad

ROUTING - REQUEST

Please
☒ READ To DON WAGNER
☐ HANDLE
☐ APPROVE YOUR COMMENTS
and
☐ FORWARD & RECOMMENDATIONS,
☒ RETURN PLEASE
☐ KEEP OR DISCARD
☐ REVIEW WITH ME Look OK To Me
Don
Date 10-16-84 From

cc: Construction Engr. w/original order
and attachments described above.
Approval is recommended.
Remarks I CONCUR WITH 18 DAYS RECOMMENDED BY ELROY

REGION II CONSTRUCTION ENGINEER

11-30-84
W.E Schwartz —
I recommend a time extension of 13 C.D. due to work done under P.A. 2. Time charged during performance of P.A. No. 1 & 3 was not protested in accord with 108.08 and 108.09 of the "Green Book" and should be denied.

9826

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name Oregon Coast Hwy. at West Devils Lake Road				Contract No. 9826
Highway Oregon Coast Hwy 101			County Lincoln	Prefix No. 221-8220
Contract Time Elapsed 117 %	Contract Work Completed 100%	Contract Work Quality Satisfactory	Contract Work Progress Fair	F.A. Project No. State
Inspection date Oct. 23, 1984		By T. W. Litchfield, P.E. Region 2 Const. Engineer		

In company with Bill Kappus, FHWA, Don Wagner, Dennis Billings, Don Patterson, Dean Quam, Chuck Elroy, and mary Salinas of the City of Lincoln City.

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This project consisted of the installation of State-furnished signal materials at this intersection, which had been improved as part of a development of the private property on the north side of the highway.

The signal work is satisfactory except that this flashing beacon on the advance signal sign on the south leg of the intersection flashes erattically and must be corrected by the contractor. When this is done, the contract work is completed and acceptable.

The plans for this contract required the installation of 35-foot, Class 4 wood poles to hold the advance signal signs and beacons, and these are grossly over designed for this purpose. A 4x6 post would be ample and should be used on future projects where the service drop does not cross the highway.

A Price Agreement was necessary to provide for the conduits to the concrete pull boxes, since they were not included in the plans.

The work performed by the developer requires correction to properly control drainage and eliminate an encroachment on the right of way. This is being handled by the District 4 Maintenance Supervisor.

(USE ADDITIONAL SHEETS AS REQUIRED)

PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
OCT 29 1984
REFER TO Don
R/D ACT REPLY
DISC INFO ✓ FILE ✓

FINAL INSPECTION CHECKLIST

10/10/84	Date opened to traffic or in operation
10/10/84	Date of Second Notification
9/25/84	Date Contractor's notice for semi-final inspection received
10/9/84	Date Contractor removed equipment, plant, etc.
11/15/84	Estimated submittal date of semi-final estimate
10/23/84	Recommended acceptance date of completed contract work

When the flashing beacon is corrected.

Original to: Construction Engineer Fredrickson
Copy to: Region Engineer Christensen
District Engineer Husby
Resident Engineer Elroy
✓ Project Mgt. (Final Only) Potter
FHWA (Final F.A. Only) Traffic Engineer - L. E. George
Project Engineer (If Applicable) City of Lincoln City - Mary Salinas

Signed

Title REGION 2 CONSTRUCTION ENGINEER

734-1384 (Rev. 9/78)

SP*70731-734

9826

Lincoln City

4907 Southwest Highway 101

June 12, 1984

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

ATTN: Gary A. Potter, Manager
Program Section

Dear Mr. Potter:

Re: Hwy 101 & West Devils Lake Rd.
Intersection

Please find enclosed a copy of the Limited Power of Attorney which allows $71,530.00 to be expended from the City's Local Government Investment Pool Account. The original has been forward to the Oregon State Treasury.

If further information is desired, please advise.

Sincerely,

D. W. Works
Finance Director/City Recorder

DWW:mks
Enclosure

6-14-84
Accting Sec says
funds are in LGIP.
Sent P. of Atty to Accting.
G

Contract awarded 6-14-84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 13 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

P.O. Box 50 ● Lincoln City, Oregon 97367 ● (503) 996-2151

9826

6-12-84

Called Phil Stearns and told him we have not received word on Advance Deposit for Constr. — He said he will call Lincoln City and check with them.

4-20-84

Called traffic section & found out they do not have a set of plans signed by Lincoln City. Called Phil Stearns who in turn called Lincoln City & asked them about signed signal plans. They said they had signed the plans with their approval and sent us a copy. Called Bruce Taylor, who went thru their file and could not find any signed plans but he indicated they did not need them. We will clear this job on this point with a verbal approval of plans.

R.R.D.

May 31, 1984

PRU

John Thomas
Director of Public Works
City of Lincoln City
P.O. Box 50
Lincoln City, OR 97367

Dear Mr. Thomas:

On May 24, 1984 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, OR 97440 for the Oregon Coast Highway at W. Devil's Lake Road (Lincoln City) Section.

The Construction-Finance Agreement No. 7909 requires the City to deposit its share of the construction costs at this time. The City's share is computed as follows:

Contractor's Bid		$25,808.00
Anticipated Additional Items:		
Permanent Signing	$ 400.00	
Permanent Pavement Striping	2,100.00	
State Furnished Traffic Signal Materials	28,160.00	
State Furnished Software	500.00	
Signal Control Turn-On	500.00	
Adjust Utilities	5,000.00	36,660.00
SUBTOTAL		$62,468.00
Contingencies (4 1/2%)		2,811.06
Engineering (10%)		6,246.80
TOTAL CONSTRUCTION COST		$71,525.86
CITY SHARE (100%)		$71,525.86
Rounded		$71,530.00

Please submit your $71,530, which should arrive not later than June 15, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

Rec'd LGIP
6-14-84 REW

RLD:pf
Attachment
bcc w/AD #84-50: Jack Ayres, Region 2
V. E. Skoug-Please return completed AD #84-50 when deposit is received.

9826

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

January 10, 1984

Leonard Parrish
Director of Public Works
P. O. Box 50
Lincoln City, OR 97367

Coast Hwy @ E. Devils Lake Road

Enclosed are two copies of the preliminary plans for traffic signal installation at the subject intersection.

Please review the plans and return one set to this office with your comments and appropriate signature in the approval block.

S
P

Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

POS:clm

cc: LPU
Traffic

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 11 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

734-1867

Phil,

Gene checked t
over and signed
also r
we
ns.

Mary Sa

MARY SALINAS
Engineering Technician

P.O. Box 50
Lincoln City, Oregon 97367
(503) 996-2151

Director
Asst.
Acc
Ad

Right of Way
Road Design
& Health

ation

egion
on No. _____
District No. _____
Project Mgr. _____

Date 1-23-84

Inform
Information
Labor Relations

Attention LPU

From Reg 2

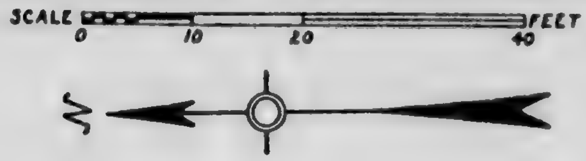
Comments:
Please note and forward to Traffic

31-0022 (Rev. 4-83)

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. JAN 24 1984
REFER TO _____ PROGLAN UNIT
FOR

Forwarded 1-~~24~~25-84
RLW

SIGNAL PLAN
OREGON COAST HWY. AT E. DEVILS LAKE RD.



L E G E N D

⊕ EX/T	Existing power pole (power source)
Ⓒ	Install Model 170 controller in Model 332 cabinet
⊕ MP/X	Install special combination strain pole (See Special Provisions)
⊕ X-N/G	Install (X)-(N) wire No (G) control cable
⊕ PP	Install pedestrian signal pedestal with frangible base
⊕	Install phase (Ph) vehicle signal
⊕	Install phase (Ph) programmed vehicle signal
⊕	Install type (T) modified pedestrian signal
⊕	Install phase (Ph) pedestrian push button with instruction sign
⊕ OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
⊕ OS/4L	Install interior-illuminated through and left arrow sign
⊕ OS/5R	Install interior-illuminated right arrow "ONLY" sign
(TC)	Install mast arm mounted terminal cabinet
(54)	Install service cabinet with 40 amp circuit breaker
(MS)	Install 120 volt meter base
[C]	Install one No. 6 type THWN wire (signal system common)
[N]	Install (N) No. 14 type THWN wires
[N/G]	Install (N) No. (G) type TW wires
(S)	Install (S) inch electrical conduit
(PB)	Install metal pole barrier - 5 total
⊕	Install post mounted "SIGNAL AHEAD" sign (W3-3-48)

T = Type shown
L = Length shown
Ph = Phase shown
A = Standard plumbizer
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

X = Number shown
N = Number of conductors shown
G = AWG size shown
E = Elevator plumbizer
S = Size shown

(39)	Install 3/8 inch galv steel messenger cable (See Detail Sheet No 8700)
(40)	Install 1/4 inch galv steel messenger cable (See Detail Sheet No 8700)

APPROVAL 1/18/84
DATE

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

L E George 12/29/83

DESIGNED BY JP
CHECKED BY WZ

TRAFFIC SIGNAL INSTALLATION
ORE. COAST HWY. AT E. DEVILS LAKE RD. (LINCOLN CITY) SEC.
OREGON COAST HIGHWAY
LINCOLN COUNTY

December 1983

ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 35009, 35010, 8201, & 8700

8200

Section N. DEVILS LAKE RD (LINCOLN CITY) Programming Estimate $

Highway OREGON COAST Project Length

9826 6-27-83

County LINCOLN Completion T..... 90 calendar days

Kind of Work TRAFFIC SIGNAL INSTALLATION Est. Comp. Date 11-26-83

Prefix 221-8207-921 Letting Date JULY 23, 1983 Project No. STATE

Rev. 6/27/83

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $32{,}640^{00}$

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	400^{00}	
Permanent Pavement Striping	2100^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Traffic Signal Materials	$28{,}160^{00}$	$ $36{,}660^{00}$
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
State Furnished Software	500^{00}	
Signal Control Turn-on	500^{00}	
Adjust Utilities:		
Pacific Power & Light Co.	5000^{00}	
Subtotal		$ $69{,}300^{00}$
Contingencies (4-1/2%)		3118^{50}
Engineering ~~(8, 9~~ [✓ 10%])		6930^{00}
Subtotal		$
Credit for ____		
Estimated Net Authorization, Construction		$

APPROVED $\$79{,}348^{50}$

100% City

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section ORE. COAST HWY. AT W. DEVILS LAKE RD. (LINCOLN CITY)		County LINCOLN		Sheet 1 of 1
Kind of Work TRAFFIC SIGNAL INSTALLATION		Length	Date 6-21-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Temporary Protection and Direction of Traffic		All	All	—	1000 00
2.	Temporary Signs		Sq. Ft.	140	6 00	840 00
3.	Flagmen		Hour	40	20 00	800 00
4.	Traffic Signal Installation, Complete		All	All	—	30,000 00

734-1736 (8-81)

[illegible]
[illegible] City

May 12, 1983

City of Lincoln City
City Hall
Lincoln City, OR 97367

AGR

Attention: D. W. Works
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Oregon Coast Highway at West Devils Lake Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
49131	Lanham, William M. & Martha	$ 150.00
52990	Estate of Mary F. Meisel	3,100.00
52992	Burch, Harold W. & D. Rogene	150.00
52999	San Francisco Square	300.00
53231	Ordway, Robert M. & Eleanor M.	3,000.00
53231	Ordway, Robert M. & Eleanor M. - lease	-0-
53292	Turenne, Charles A.	-0-
	7 Transactions	$ 6,700.00

(2) Agreement with Lincoln City for the installation of traffic signals on the Oregon Coast Highway at West Devils Lake Road. The State will design, install and maintain the signals. The City will pay all costs of the project and, upon completion, assume all responsibility for electrical energy consumed in operation of the signals.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 5 day of May, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
for STATE HIGHWAY ENGINEER
Date 5-2-83

.9826

ORDER TO RENDER SERVICE/MATERIALS

HIGHWAY DIVISION

RECEIVED
MAY 9 1983

REQUESTER NAME John Thomas	DATE OF REQUEST	PREFIX NUMBER ~~29-8232~~ ~~XXXXXXX~~ 221-~~8232~~ 8207 TRACT ACC	DATE PREPARED 5-5-83
TITLE Director of Public Works		ESTIMATED BEGIN DATE May 1, 1983	ESTIMATED END DATE May 1, 1984
ORGANIZATION City of Lincoln City		METHOD OF PAYMENT ☐ MONTHLY ☐ QUARTERLY ☐ ON COMPLETION ☒ OTHER: Advance Deposit	
STREET ADDRESS P.O. Box 50		AMOUNT OF ADVANCE DEPOSIT $ 8,000	DATE RECEIVED May 5, 1983
CITY, STATE, ZIP CODE Lincoln City, OR 97367		ORDER PREPARED BY Phil Stearns	ORGANIZATION OSHD
REQUEST AUTHORITY ☐ LETTER ☐ ORAL ☒ AGREEMENT/PERMIT NO: 7817 ☐ OTHER:		SIGNATURE X	

LOCATION AND DESCRIPTION OF SERVICE/MATERIALS		UNIT COST	TOTAL ITEM COST
State shall perform all preliminary engineering and design work required to prepare plans, specifications, and estimates, advertise for bid proposals, and award all contracts for the traffic signal portion of the project, West Devil's Lake Road.			
Preliminary Engineering			
Field Survey	901		1700
Final Design	905		500
Traffic	911		3000
Specifications	921		2500
Administrative Services	922		100
Region Traffic	936		200
		TOTAL ESTIMATE	$8,000

RECEIVED
MAY 11 1983
LOCATION
SECTION

$8000 Rec'd 5-5-83
KEH

DO NOT WRITE IN THIS SPACE

ACCOUNTING

734-3109 (6-81)

72-26

April 25, 1983

John Thomas
Director of Public Works
City of Lincoln City
P.O. Box 50
Lincoln City, OR 97367

Dear Mr. Thomas:

SUBJECT: Oregon Coast Highway @ W Devil's Lake Road
Traffic Signal Installation

We are processing Agreement No. 7817 for the subject project. Accordingly, the City should now submit a preliminary engineering advance deposit in the amount of $8,000, so that we can begin work.

You may use one of the three options for payment described in the attachment.

Very truly yours,

D. E. Swan, P.E., P.L.S.
Project Unit Engineer

KEH:pf
Attachment

bcc w/AD # 83-20: Phillip O. Stearns, Region 2
Vern Skoog - Please return completed AD # 83-20 when advance deposit is received.

Pete Gonzalez says
Chk Rec'd 5-5-83
KEH

.9826

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Program Control Engineer

DATE: March 29, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement Draft
US101 at West Devil's Lake Road
Oregon Coast Highway No. 9
City of Lincoln City

Subject draft has been reviewed and appears to contain all necessary provisions.

The estimated cost of P.E. and design is $8,000.00.

Please proceed with negotiations.

L E George

L. E. George
Traffic Engineer

BET:ds
Attachment

Buzz - Any priority I can get on this I will appreciate.
Bud.

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
MAR 29 1983
REFERRED TO Mainor
FOR
FILE: PM FA LG.

98216

Tra 7-6-1
Lincoln
City

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

December 23, 1982

Mr. John Thomas, P.E.
City of Lincoln City
P. O. Box 50
Lincoln City, Oregon 97367

Dear Mr. Thomas:

Your letter of December 9 authorizing us to proceed with the agreements for the construction of the signal in the north portion of Lincoln City at Devils Lake Road was received and will be hand carried where possible through our processes. It is our intent to expedite the agreement process, location and design work of this signal so that it will be operational at the earliest possible date.

As discussed with you on the phone, it is probable that our design process may take until the third week of March, 1983, before a contract letting. Prior to advertising for bids, you will be contacted to determine the target completion date. By a copy of this letter, I am advising Traffic Section personnel that it would be appropriate to have a completion date of August 1, 1983.

You also requested that consideration be given to constructing the warranted signal at Logan Road at the same time to reduce the overall contract cost. This signal is scheduled for fiscal year 1984 and funds are not now available. If staff review indicates funding is available, you will be notified. A review will also be made of the possibility of implementation of the warranted signal at Devils Lake Road near the new City post office. A staff review will also be made of the possibility of implementing this signal at that location.

You will be promptly informed of the progress of the location, design and letting of this contract and any decisions affecting these locations.

ORIGINAL SIGNED BY
DAVID R. WEAVER

David R. Weaver
Region Traffic Operations Supervisor

DRW/dlc
cc: Senator Del Isham
W. E. Schwartz
L. E. George
John Gunter

7226

Lincoln City

4907 Southwest Highway 101

December 8, 1982

[illegible]

☐ [illegible] ☐ GEO ☐ PSO ☐ ENV P

Mr. Charles Fredrickson
Region II Engineer
Department of Transportation
Highway Division
2960 E. State Street
Salem, OR 97310

ATTENTION: David Weaver

SUBJECT: Signalization
West Devils Lake Road-North Highway 101

As discussed with you on December 2, 1982, the City of Lincoln City is proceeding with improvements at subject location. The City has formed a Local Improvement District to finance the project and have hired William I. Peterson Engineering, Inc., Salem, to assist with the design and construction. We anticipate bidding the project in March, 1983, with construction beginning in April.

The City, therefore, requests that the Highway Division commence with the design of the signalization as soon as possible. Please prepare the necessary agreement for the project.

If I may be of further assistance, please contact me.

John D. Thomas
ks

John D. Thomas,
Director of Public Works/
City Engineer

JDT:ks

cc: William I. Peterson Engineering

4-281

P.O. Box 50 • Lincoln City, Oregon 97367 • (503) 996-2151

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
DEC 21 1982
REFERRED TO
FOR
FILE: PM FA LG.

1984 Hollywood Dist. Transp. 9827
Proj. Unit 1, on FAU 9326 in
Portland (gr, pav, ill, lan, sig)

9827

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-15-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-IXG-9326(14)

VOUCHER PERIOD
FROM 12 27 84
TO 04 06 89

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,250,498.23	2,209,172.84	85.00	1,877,796.90	1,877,796.90	-0-
517,513.07	517,505.04	100.00	517,505.04	517,505.04	-0-
2,768,011.30	2,726,677.88		2,395,301.94	2,395,301.94	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/15/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warberg
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 2
SANDY BLVD.
MULTNOMAH COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWAY (Sta. "S2" 0+11.70 to Sta. "S" 28+15.00)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,430,092.45
SFO 1 Permanent Striping (City of Portland)	All Required	14,385.52
SFO 4 Permanent Signs (City of Portland)	All Required	17,761.77
SFO 6 Construct Diverter (City of Portland)	All Required	6,941.77
SFO 7 Permanent Striping (State)	All Required	844.67
SFO 8 Adjustment of City of Portland Water Bureau Facilities (City of Portland)	All Required	27,600.31
SFO 12 Right Of Way Monumentation (City of Portland)	All Required	1,209.59
SFO 13 Modify Traffic Signal (City of Portland)	All Required	11,359.25
TOTAL IOOO		$1,510,195.33

TYPE CODE Y030
ILLUNIMATION

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 110,534.00
TOTAL Y030		$ 110,534.00

TYPE CODE Y031
TRAFFIC SIGNAL (11 LOCATIONS)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 460,447.92
SFO 2 Signal Controller Testing (State)	All Required	12,025.00
SFO 4 Permanent Signs (City of Portland)	All Required	5,920.59
SFO 9 Traffic Control Program (City of Portland)	All Required	4,500.00
SFO 10 Electrical Service for Irrigation System (Pacific Power & Light Co.) .25	All Required	15.52
SFO 11 Water for Irrigation System (City of Portland-Water Bureau) .25	All Requried	5.69
SFO 12 Right Of Way Monumentation (City of Portland)	All Required	403.19
SFO 13 Modify Traffic Signal (City of Portland) .25	All Required	3,786.43
TOTAL Y031		$ 487,104.34

TYPE CODE Y003
LANDSCAPING

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 269,237.76
SFO 10 Electrical Service for Irrigation System (Pacific Power & Light) .75	All Rquired	46.56
SFO 11 Water for Irrigation System (Cirty of Portland-Water Bureau) .75	All Required	17.05
TOTAL Y003		$ 269,301.37

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$ 19,628.46
CITY OF PORTLAND	ALL REQUIRED	328,829.10
TOTAL ENGINEERING COSTS		$ 348,457.56

MISCELLANEOUS COSTS

Audit Costs	All Required	$ 1,085.28
TOTAL PARTICIPATING COST		$2,726,677.88

NON-PARTICIPATING PROJECT COST

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 2,870.61
Interest on Vender Payments	All Required	32.13
Construction Engineering (State)	All Required	. .40
Construction Engineering (City of Portland)	All Required	38,430.28
TOTAL NON-PARTICIPATING COSTS		$ 41,333.42
TOTAL PROJECT COSTS		$2,768,011.30

IX-IXG-9326(14)

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	026	1045	948	00	P 1	8.79	49.92	49.92	85	85
			TOT	P1		10,733.04	478,030.34	478,312.95		
			TOT	N1		647.37CR	3,049.14CR	3,049.14CR		
			** JOB TOTALS **			10,135.67 **	474,981.20 **	475,263.81 **		
SW 65TH AVE-SW CAPITOL HY	CONT NO 9922	FA PROJ NOS X10 9228007 100							STATE	
	026	1046	201	00	P 1	163,594.74	661,407.92	661,407.92	85	85
	026	1046	204	00	P 1	8,094.35CR	32,950.41CR	32,950.41CR	85	85
	026	1046	270	07	P 1	4.97	133.22	133.22	85	85
	026	1046	295	00	N 9	25,535.17	114,330.58	114,330.58	84	85
	026	1046	296	00	N 9	45,493.23CR	633,685.37CR	633,685.37CR	84	85
	026	1046	298	00	N 9	19,958.06	519,354.79	519,354.79	85	85
	026	1046	900	00	P 1	21,386.25	146,490.09	146,490.09	84	85
	026	1046	900	00	N 1	95.06	1,276.88	1,276.88	84	85
	026	1046	920	00	P 1	.41CR	91.14	91.14	84	85
	026	1046	940	00	P 1	1,083.00	4,780.90	4,780.90	85	85
	026	1046	941	00	P 1	784.59	2,910.24	2,910.24	85	85
	026	1046	944	00	P 1	258.76	1,992.57	1,992.57	85	85
	026	1046	945	00	P 1	13.59	162.21	162.21	84	85
	026	1046	948	00	P 1	16.25	538.35	538.35	85	85
	026	1046	950	00	P 1	14.17CR	3,787.59	3,787.59	84	85
	026	1046	985	00	P 1	.47CR	103.51	103.51	85	85
			TOT	P1		179,032.75	789,447.33	789,447.33		
			TOT	N1		95.06	1,276.88	1,276.88		
			** JOB TOTALS **			179,127.81 **	790,724.21 **	790,724.21 **		
PTLD SHARE 1X68(5),(6)	CONT NO	FA PROJ NOS X10 0068005				X10 0068006			STATE	
	026	1047	201	00	P 1		26,982.95	26,982.95	85	85
	026	1047	295	00	N 9		1,129.67	1,129.67	84	84
	026	1047	296	00	N 9		24,065.18CR	24,065.18CR	84	85
	026	1047	298	00	N 9		22,935.51	22,935.51	85	85
			TOT	P1			26,982.95	26,982.95		
			** JOB TOTALS **			**	26,982.95 **	26,982.95 **		
H'WOOD DIST TRANS PROJ	CONT NO 9951	FA PROJ NOS X10 9326014				75 XIG09326014	25		STATE	
	026	1048	201	00	P 1	242,296.62	809,292.91	809,292.91 -contract	85	85
	026	1048	201	00	P 2	11,833.65	26,027.51	26,027.51 -contract	85	85
	026	1048	204	00	P 1		7,408.86CR	7,408.86CR -Retain	85	85
	026	1048	204	00	P 2		2,469.62CR	2,469.62CR -Retainage	85	85
	026	1048	295	00	N 9	55,471.21	112,811.00	~~112,811.00~~	85	85
	026	1048	296	00	N 9	393,470.05CR	612,025.10CR	~~612,025.10CR~~	85	85
	026	1048	298	00	N 9	337,998.84	499,214.10	~~499,214.10~~	85	85
	026	1048	900	00	P 1	522.20	1,591.69	1,591.69 -PM	85	85
	026	1048	900	00	P 2	170.46	471.78	471.78 -PM	85	85
	026	1048	903	00	P 2	9,054.82	9,054.82	9,054.82 -Local	85	85
	026	1048	920	00	P 1	.26CR	57.33	57.33 -Program	85	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985        PAGE  145

                                                                               FISCAL          GRAND TOTAL     ACTIVE  YRS
DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE       TO DATE       BEG     END
                                 026   1048   920   00 P 2          .08CR          19.11          19.11      85      85
                                 026   1048   921   00 P 1                        645.10         645.10      85      85
                                 026   1048   940   00 P 1        473.25          512.25         512.25      85      85
                                 026   1048   940   00 P 2        157.75          170.75         170.75      85      85
                                 026   1048   941   00 P 1        248.04          266.67         266.67      85      85
                                 026   1048   941   00 P 2         82.68           88.89          88.89      85      85
                                 026   1048   944   00 P 1         1.01CR         242.43         242.43      85      85
                                 026   1048   944   00 P 2          .34CR          80.80          80.80      85      85
                                 026   1048   945   00 P 1          .37CR          80.26          80.26      85      85
                                 026   1048   945   00 P 2          .12CR          26.76          26.76      85      85
                                 026   1048   948   00 P 1          6.60           37.05          37.05      85      85
                                 026   1048   948   00 P 2          2.19           12.33          12.33      85      85
                                              TOT      P1     243,545.07      805,316.83     805,316.83
                                              TOT      P2      21,301.01       33,483.13      33,483.13
                                          ** JOB TOTALS **    264,846.08  **  838,799.96  ** 838,799.96  **

ROSS ISLAND BRIDGE         CONT NO 9991   FA PROJ NOS F    0024040 100                                     STATE
                                 026   1049   201   00 P 1     88,260.00       90,096.00      90,096.00      85      85
                                 026   1049   204   00 P 1         91.80                                     85      85
                                 026   1049   260   00 P 1         2.95CR         654.75         654.75      85      85
                                 026   1049   296   00 N 9     77,927.12CR     81,698.04CR    81,698.04CR    85      85
                                 026   1049   298   00 N 9     77,927.12       81,698.04      81,698.04      85      85
                                 026   1049   900   00 P 1      1,747.87        5,746.70       5,746.70      85      85
                                 026   1049   900   00 N 1         75.28           76.48          76.48      85      85
                                 026   1049   920   00 P 1          .09CR          19.09          19.09      85      85
                                 026   1049   921   00 P 1                        313.08         313.08      85      85
                                 026   1049   944   00 P 1         2.71CR         621.44         621.44      85      85
                                 026   1049   948   00 P 1         4.93CR       1,401.93       1,401.93      85      85
                                 026   1049   985   00 P 1          .19CR          41.41          41.41      85      85
                                              TOT      P1      90,088.80       98,894.40      98,894.40
                                              TOT      N1          75.28           76.48          76.48
                                          ** JOB TOTALS **     90,164.08  **   98,970.88  **  98,970.88  **

WILLAMETTE R(CENTER ST)BR  CONT NO 9541   FA PROJ NOS BRF 0047016   91                  BRF 0047016   03 STATE
                                 027   1008   201   00 P 1     86,399.91    1,651,840.66  10,691,124.08      82      85
                                 027   1008   201   00 P 8     14,917.63      637,494.02   1,573,492.37      82      85
                                 027   1008   201   00 N 1                     70,169.39     125,194.30      83      85
                                 027   1008   203   00 P 1                                      760.00CR     84      84
                                 027   1008   204   00 P 1                    140,306.06            .01      82      85
                                 027   1008   204   00 P 8                     13,876.41            .01CR    82      85
                                 027   1008   205   04 P 1                        107.15         435.18CR    83      84
                                 027   1008   205   08 N 1                                        4.62CR     84      84
                                 027   1008   210   02 P 1                     55,935.60      56,536.97      83      84
                                 027   1008   210   02 N 1                                       36.40       83      83
                                 027   1008   270   01 P 1        199.98       52,254.18CR     3,399.70      83      85
                                 027   1008   270   03 P 1                      1,325.00       1,325.00      84      84
                                 027   1008   270   10 P 1                                      116.68      83      83
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Prog. & Specs

Mod'l

Tech

Cons't

Adm

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PAGE      1

                              JOB COST SUMMARY RUN ON  04-15-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 04/13/91
                                FOR EXPENDITURE ACCOUNT C09951

                                               CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C09951    000    010      001        0521                                      50.46 -account
C09951    000    010      001        0811                                     -14.55 }
C09951    000    010      001        0813                                   1,916.99 } Const
C09951    000    010      001        0814                                      12.98 }
C09951    000    010      001        0821                                   1,232.86 }
C09951    000    010      001        8023                                      67.37 -pm
OBJ-DETAIL 001                                                            ~~3,295.21~~

C09951    000    010      030        0813                                      82.24
OBJ-DETAIL 030                                                                 82.24 -Const

ACTIVITY    010                                                           ~~3,377.45~~ SUBTOTAL

C09951    000    050      100        0500                                      19.63
C09951    000    050      100        0631                                     -19.63
OBJ-DETAIL 100

C09951    000    050      102        0500                                      30.39
C09951    000    050      102        0631                                     -30.39
OBJ-DETAIL 102

ACTIVITY    050                                                                      SUBTOTAL

C09951    000    140      030        1047   SF
OBJ-DETAIL 030

C09951    000    140      440        1047   SF
OBJ-DETAIL 440

C09951    000    140      550        1047   SF
OBJ-DETAIL 550

ACTIVITY    140                                                                      SUBTOTAL

C09951    000    147      001        1047   SF
OBJ-DETAIL 001

C09951    000    147      406        1047   SF
OBJ-DETAIL 406

C09951    000    147      440        1047   SF
OBJ-DETAIL 440


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  04-15-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 04/13/91
                                FOR EXPENDITURE ACCOUNT C09951

                                          CREW   MSA
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT      BALANCE TO
--       ------ -------- ---------- ------ -----         MONTH          DATE
C09951    000    147       550       1047   SF          -------      ----------
OBJ-DETAIL 550

ACTIVITY   147                                                                  SUBTOTAL

C09951    000    201       302        R                              -9,878.48
OBJ-DETAIL 302                                                       -9,878.48

ACTIVITY   201                                                       -9,878.48 SUBTOTAL -Retain

C09951    000    899       136       7200                                 4.96
OBJ-DETAIL 136                                                            4.96 -Specs

C09951    000    899       278       1010                                21.36
OBJ-DETAIL 278                                                           21.36 -P

C09951    000    899       279       1000
C09951    000    899       279       1010                               -21.36
OBJ-DETAIL 279                                                          -21.36

C09951    000    899       302        R                               9,878.48
OBJ-DETAIL 302                                                        9,878.48 -Retain

C09951    000    899       456       1000                               117.30
OBJ-DETAIL 456                                                          117.30 -PM

C09951    000    899       490       1010
OBJ-DETAIL 490

C09951    000    899       504       0100                                  .90
C09951    000    899       504       2100                                81.12
OBJ-DETAIL 504                                                           82.02 -PM

C09951    000    899       550       8200                                39.20
C09951    000    899       550       8214                                82.60
C09951    000    899       550       8215                                 7.20
OBJ-DETAIL 550                                                          129.00 -PM

C09951    000    899       555       0521                               122.02
C09951    000    899       555       0531                                10.28
OBJ-DETAIL 555                                                          132.30 -account

C09951    000    899       597       0521

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/13/91
                           FOR EXPENDITURE ACCOUNT C09951

                                              CREW    MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--        ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 597

C09951    000     899       598        0631
OBJ-DETAIL 598

ACTIVITY   899                                                         ~~10,344.06~~ SUBTOTAL

C09951    000     900       001        1000                                 42.96
C09951    000     900       001        1083                              2,217.51
C09951    000     900       001        1094                                256.08
C09951    000     900       001        4000                                148.23
OBJ-DETAIL 001                                                           2,664.78

C09951    000     900       130        0955                                  7.55
C09951    000     900       130        1000                                 38.89
C09951    000     900       130        9997                                 14.48
OBJ-DETAIL 130                                                              60.92

C09951    000     900       504        0100                                 99.00
OBJ-DETAIL 504                                                              99.00

C09951    000     900       550        1094                                 40.00
OBJ-DETAIL 550                                                              40.00

C09951    000     900       551        1094                                832.00
C09951    000     900       551        8215                                  6.00
OBJ-DETAIL 551                                                             838.00

C09951    000     900       598        0631                             -9,618.67
OBJ-DETAIL 598                                                          -9,618.67

ACTIVITY   900                                                          -5,915.97 SUBTOTAL -PM

C09951    000     905       504        7363                                151.80
OBJ-DETAIL 504                                                             151.80

ACTIVITY   905                                                        ✓ 151.80 SUBTOTAL - Final

C09951    000     914       001        7700                                 24.87
OBJ-DETAIL 001                                                              24.87

ACTIVITY   914                                                        ✓ 24.87 SUBTOTAL - utility

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                      JOB COST SUMMARY RUN ON  04-15-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 04/13/91
                        FOR EXPENDITURE ACCOUNT C09951

                                            CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------       ----------
C09951   000    920      001        0631                                 38.94
OBJ-DETAIL 001                                                           38.94

ACTIVITY   920                                                         ✓38.94 SUBTOTAL-Program

C09951   000    940      001        8214                                269.27
C09951   000    940      001        8215                                194.68
C09951   000    940      001        8221                                234.43
OBJ-DETAIL 001                                                          698.38

C09951   000    940      551        1000                              1,365.96
C09951   000    940      551        1094                                428.00
C09951   000    940      551        2000                                 10.08
C09951   000    940      551        8026                                 20.00
C09951   000    940      551        8214                                672.80
C09951   000    940      551        8215                                947.00
OBJ-DETAIL 551                                                        3,443.84

ACTIVITY   940                                                       ✓4,142.22 SUBTOTAL-Mat'l

C09951   000    990      001        0521                                 18.00
OBJ-DETAIL 001                                                           18.00

ACTIVITY   990                                                          ✓18.00 SUBTOTAL-account

SUB-JOB    000 SUBTOTAL                                            ~~2,302.89~~

C09951   001    899      349        0521                                 32.13
OBJ-DETAIL 349                                                           32.13

ACTIVITY   899                                                           32.13 SUBTOTAL-Interest N.P.

SUB-JOB    001 SUBTOTAL                                               ~~32.13~~

C09951   010    899      199        2100                                ~~.40~~
OBJ-DETAIL 199                                                          ✓.40

C09951   010    899      300        2100
OBJ-DETAIL 300

C09951   010    899      302        R
OBJ-DETAIL 302


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                      JOB COST SUMMARY RUN ON  04-15-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 04/13/91
                         FOR EXPENDITURE ACCOUNT C09951

                                        CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
C09951   010    899      598        0631
OBJ-DETAIL 598

ACTIVITY   899                                                              .40 SUBTOTAL

C09951   010    900      598        2100                                   -.40
OBJ-DETAIL 598                                                             -.40

ACTIVITY   900                                                              .40 SUBTOTAL

SUB-JOB    010 SUBTOTAL

C09951   011    010      001        0521                                  10.09
OBJ-DETAIL 001                                                            10.09

ACTIVITY   010                                                            10.09 SUBTOTAL  account

C09951   011    050      001        0500                                 935.38
C09951   011    050      001        0570                                  99.88
C09951   011    050      001        9901                              -1,035.26
OBJ-DETAIL 001

ACTIVITY   050                                                                  SUBTOTAL

C09951   011    140      341        1010   SF
OBJ-DETAIL 341

ACTIVITY   140                                                                  SUBTOTAL

C09951   011    159      341        0631   SF04                       -5,920.59
C09951   011    159      341        1010   SF                        -11,359.25
C09951   011    159      341        1010   SF13                        3,143.03
OBJ-DETAIL 341                                                       -14,136.81

ACTIVITY   159                                                       -14,136.81 SUBTOTAL - SFO

C09951   011    204      341        1010                              -6,941.77
C09951   011    204      341        1010   SF06                        6,941.77
OBJ-DETAIL 341

ACTIVITY   204                                                                  SUBTOTAL

C09951   011    899      104        1000                                   3.82

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/13/91
                           FOR EXPENDITURE ACCOUNT C09951

                                          CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--        ------ -------- ---------- ------ -----       -------       ----------
OBJ-DETAIL 104                                                               3.82 -pm

C09951    011    899       192        1000                                  75.73
OBJ-DETAIL 192                                                              75.73 -pm

C09951    011    899       199        2100                                 271.29
OBJ-DETAIL 199                                                             271.29 -pm

C09951    011    899       278        1000                                   3.82
C09951    011    899       278        1010                                  -8.91
C09951    011    899       278        1010   SF10                            5.09 -SFO
OBJ-DETAIL 278

C09951    011    899       279        1000                                  12.85
C09951    011    899       279        1010                                 -12.85 -SFO
OBJ-DETAIL 279

C09951    011    899       299        1000                                    ***
OBJ-DETAIL 299

C09951    011    899       300        2100                                 327.77
C09951    011    899       300        8011                               /-327.77 - contract
OBJ-DETAIL 300

C09951    011    899       302        R
OBJ-DETAIL 302

C09951    011    899       336        1000                               1,368.00
C09951    011    899       336        1010                              -4,243.29
C09951    011    899       336        1010   SF08                        2,875.29 -SFO
OBJ-DETAIL 336

C09951    011    899       341        1010                              -4,777.86
C09951    011    899       341        1010   SF04                        3,568.27
C09951    011    899       341        1010   SF12                        1,209.59 -SFO #12
C09951    011    899       341        1010   SF13                        6,733.96
OBJ-DETAIL 341                                                           6,733.96 SFO

C09951    011    899       553        0521                                 248.68
C09951    011    899       553        0530                                  18.60
OBJ-DETAIL 553                                                            - 267.28 - account

C09951    011    899       597        0521                                    .87

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/13/91
                         FOR EXPENDITURE ACCOUNT C09951

                                         CREW   MSA           CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH          DATE
--       ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 597                                                                  .87 - account

C09951   011    899      598        0521                                  -1,995.33
C09951   011    899      598        0631                                  14,033.28
C09951   011    899      598        9901                                   1,995.33
OBJ-DETAIL 598                                                            14,033.28

ACTIVITY   899                                                            21,386.23 SUBTOTAL

C09951   011    900      001        1092                                      51.46
OBJ-DETAIL 001                                                                51.46 -pm

C09951   011    900      278        1010
OBJ-DETAIL 278

C09951   011    900      341        1010   SF13                            1,482.26
OBJ-DETAIL 341                                                             1,482.26 -SFO

C09951   011    900      598        0631                                  -8,112.69
C09951   011    900      598        9901                                   6,512.23
OBJ-DETAIL 598                                                            -1,600.46 -SFO

ACTIVITY   900                                                              ~~-66.74~~ SUBTOTAL

C09951   011    905      001        7300                                     162.83
OBJ-DETAIL 001                                                               162.83

ACTIVITY   905                                                               162.83 SUBTOTAL final

C09951   011    960      136        0521                                      26.48
OBJ-DETAIL 136                                                                26.48

ACTIVITY   960                                                                26.48 SUBTOTAL - account

C09951   011    990      001        0521                                      26.68
OBJ-DETAIL 001                                                                26.68

ACTIVITY   990                                                                26.68 SUBTOTAL - account

SUB-JOB     011 SUBTOTAL                                                   ~~7,408~~.76

C09951   021    159      341        1010   SF13                            1,047.68

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  04-15-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/13/91
                       FOR EXPENDITURE ACCOUNT C09951

                                           CREW    MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD       MONTH            DATE
--       ------ -------- ----------  ------  -----       -------       ----------
OBJ-DETAIL 341                                                            1,047.68

ACTIVITY   159                                                            1,047.68 SUBTOTAL -SFO

C09951   021     899        104        1000                                   1.27
OBJ-DETAIL 104                                                                1.27 -pm

C09951   021     899        199        2100                                 116.63
OBJ-DETAIL 199                                                              116.63 -pm

C09951   021     899        278        1000                                   1.27
C09951   021     899        278        1010                                  -2.54
OBJ-DETAIL 278                                                               -1.27 -pm

C09951   021     899        279        1010
OBJ-DETAIL 279

C09951   021     899        299        1000                                            ***
OBJ-DETAIL 299

C09951   021     899        300        2100                                 -35.20
C09951   021     899        300        8011                                  35.20
OBJ-DETAIL 300

C09951   021     899        302        R
OBJ-DETAIL 302

C09951   021     899        341        1010                              -4,189.62
C09951   021     899        341        1010   SF12                          403.19
C09951   021     899        341        1010   SF13                        2,738.75
OBJ-DETAIL 341                                                           -1,047.68 -SFO

C09951   021     899        342        1010
OBJ-DETAIL 342

C09951   021     899        597        0521                             -14,574.35
C09951   021     899        597        0631                              14,574.35
OBJ-DETAIL 597

C09951   021     899        598        0631                              23,701.97
OBJ-DETAIL 598                                                           23,701.97 -SFO

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  04-15-91
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 04/13/91
                                FOR EXPENDITURE ACCOUNT C09951

                                          CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD          MONTH             DATE
--          ------ -------- ----------  ------  -----         -------       ----------
ACTIVITY     899                                                           ~~22,770.92~~ SUBTOTAL

C09951      021     900       278        1010                                    1.27
OBJ-DETAIL 278                                                                   1.27

C09951      021     900       598        9901                                1,935.54
OBJ-DETAIL 598                                                               1,935.54

ACTIVITY     900                                                             1,936.81 SUBTOTAL -SFO

C09951      021     990       001        0521                                   11.73
OBJ-DETAIL 001                                                                  11.73

ACTIVITY     990                                                                11.73 SUBTOTAL -account

SUB-JOB      021 SUBTOTAL                                                  ~~25,707.14~~

C09951      030     899       300        2100                                2,870.61
OBJ-DETAIL 300                                                               2,870.61 -contract N.P.

C09951      030     899       598        0631
OBJ-DETAIL 598

ACTIVITY     899                                                            ~~2,870.61~~ SUBTOTAL

C09951      030     900       598        2100                                     .40
C09951      030     900       598        9901                               38,430.28
OBJ-DETAIL 598                                                              38,430.68

ACTIVITY     900                                                            38,430.68 SUBTOTAL -PM N.P.

SUB-JOB      030 SUBTOTAL                                                  ~~41,301.29~~

C09951      031     050       001        9901                                1,035.26
OBJ-DETAIL 001                                                               1,035.26

ACTIVITY     050                                                             1,035.26 SUBTOTAL ·hamning

C09951      031     140       030        1047    SF07                          238.95
OBJ-DETAIL 030                                                                 238.95 -SFO

C09951      031     140       341        1010    SF01                       14,385.52

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  04-15-91
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/13/91
                      FOR EXPENDITURE ACCOUNT C09951

                                         CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH            DATE
--         ------ -------- ----------  ------ -----          -------       ----------
OBJ-DETAIL 341                                                              14,385.52 -SFO

C09951    031    140        440        1047   SF07                             260.20
OBJ-DETAIL 440                                                                 260.20 -SFO

C09951    031    140        550        1047   SF07                              54.00
OBJ-DETAIL 550                                                                  54.00 -SFO

ACTIVITY    140                                                            ~~14,938.67~~ SUBTOTAL

C09951    031    147        001        1047   SF07                             204.29
OBJ-DETAIL 001                                                                 204.29 -SFO

C09951    031    147        406        1047   SF07                              27.63
OBJ-DETAIL 406                                                                  27.63 -SFO

C09951    031    147        440        1047   SF07                              18.00 -SFO
OBJ-DETAIL 440                                                                  18.00

C09951    031    147        550        1047   SF07                              41.60
OBJ-DETAIL 550                                                                  41.60 -SFO

ACTIVITY    147                                                                ~~291.52~~ SUBTOTAL

C09951    031    159        341        1010   SF                            -3,568.27
C09951    031    159        341        1010   SF04                          27,250.63
C09951    031    159        341        1010   SF13                          11,359.25
OBJ-DETAIL 341                                                              35,041.61

ACTIVITY    159                                                             35,041.61 SUBTOTAL -SFO

C09951    031    204        341        1010   SF06                           6,941.77
OBJ-DETAIL 341                                                               6,941.77

ACTIVITY    204                                                              6,941.77 SUBTOTAL -SFO

C09951    031    899        278        1010   SF10                              24.19
OBJ-DETAIL 278                                                                  24.19 -SFO

C09951    031    899        279        1010   SF10                              13.46
C09951    031    899        279        1010   SF11                              17.05
OBJ-DETAIL 279                                                                  30.51 -SFO

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  04-15-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/13/91
                            FOR EXPENDITURE ACCOUNT C09951

                                         CREW    MSA        CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD        MONTH            DATE
--        ------ -------- ----------   ------  -----       -------      -----------
C09951    031    899      299          1000                             ~~805,316.83~~ ***
C09951    031    899      299          9901                               ~~7,408.86~~ ***
OBJ-DETAIL 299                                                          ~~812,725.69~~

C09951    031    899      300          2100                             999,432.24
C09951    031    899      300          9901                               1,139.06
OBJ-DETAIL 300                                                        1,000,571.30-Contract

C09951    031    899      336          1010    SF08                      27,600.31 -SFO
OBJ-DETAIL 336                                                           27,600.31-

C09951    031    899      341          1010                              78,679.00
C09951    031    899      341          1010    SF12                       1,209.59
C09951    031    899      341          9901                             -38,430.28 -SFO
OBJ-DETAIL 341                                                           41,458.31-

C09951    031    899      597          0521                                   -.87
OBJ-DETAIL 597                                                                -.87 -account

C09951    031    899      598          0521                               ~~1,995.33~~
C09951    031    899      598          0631                             ~~-14,033.28~~
C09951    031    899      598          9901                              ~~-1,995.33~~
OBJ-DETAIL 598                                                          ~~-14,033.28~~

ACTIVITY    899                                                       ~~1,868,376.16~~ SUBTOTAL

C09951    031    900      278          1010    SF10                           8.91
OBJ-DETAIL 278                                                                8.91 .SFO

C09951    031    900      341          1010                               3,568.27
C09951    031    900      341          9901                              38,430.28
OBJ-DETAIL 341                                                           41,998.55 -Local

C09951    031    900      598          9901                             -43,336.30 PM
OBJ-DETAIL 598                                                          -43,336.30-

ACTIVITY    900                                                          ~~-1,328.84~~ SUBTOTAL

C09951    031    901      341          1010                               1,104.76
OBJ-DETAIL 341                                                            1,104.76

ACTIVITY    901                                                           1,104.76 SUBTOTAL -local

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  04-15-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/13/91
                         FOR EXPENDITURE ACCOUNT C09951

                                            CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----         -------     ----------
C09951    031    990      001        0521                                   10.39
OBJ-DETAIL 001                                                              10.39

ACTIVITY   990                                                              10.39 SUBTOTAL - accounting

SUB-JOB    031 SUBTOTAL                                            ~~1,926,411.30~~

C09951    041    050      100        0631                                   19.63
OBJ-DETAIL 100                                                              19.63

C09951    041    050      102        0631                                   30.39
OBJ-DETAIL 102                                                              30.39

ACTIVITY   050                                                              50.02 SUBTOTAL - training

C09951    041    159      341        0631   SF                           5,920.59
OBJ-DETAIL 341                                                           5,920.59

ACTIVITY   159                                                           5,920.59 SUBTOTAL - SFO

C09951    041    899      278        1010   SF10                             7.62
OBJ-DETAIL 278                                                               7.62 - SFO

C09951    041    899      279        1000   SF11                             4.29
C09951    041    899      279        1010   SF10                             7.90
C09951    041    899      279        1010   SF11                             1.40
OBJ-DETAIL 279                                                              13.59 - SFO

C09951    041    899      299        1000                               ~~33,483.13~~ ***
C09951    041    899      299        9901                                ~~2,469.62~~ ***
OBJ-DETAIL 299                                                          ~~35,952.75~~

C09951    041    899      300        2100                              435,559.47
OBJ-DETAIL 300                                                         435,559.47 - contract

C09951    041    899      341        1010   SF12                           403.19
C09951    041    899      341        1010   SF13                         3,786.43
OBJ-DETAIL 341                                                           4,189.62 - SFO

C09951    041    899      342        1010   SF09                         4,500.00
OBJ-DETAIL 342                                                           4,500.00 - SFO

C09951    041    899      490        1010   SF12                        12,025.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    13

                           JOB COST SUMMARY RUN ON  04-15-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/13/91
                            FOR EXPENDITURE ACCOUNT C09951

                                         CREW   MSA          CURRENT       BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--      ------ -------- ---------- ------ -----          -------     ----------
OBJ-DETAIL 490                                                      12,025.00 -SFO

C09951  041     899      597        0521                            14,574.35
C09951  041     899      597        0631                           -14,574.35
OBJ-DETAIL 597

C09951  041     899      598        0631                           -23,701.97
C09951  041     899      598        9901                            -1,139.06
OBJ-DETAIL 598                                                     -24,841.03

ACTIVITY   899                                                     467,407.02 SUBTOTAL

C09951  041     900      598        0631                            17,731.36
C09951  041     900      598        9901                            -3,541.75
OBJ-DETAIL 598                                                      14,189.61  -pm

ACTIVITY   900                                                      14,189.61 SUBTOTAL

SUB-JOB    041 SUBTOTAL                                            487,567.24

EA         C09951 TOTAL                                          2,490,790.75

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/13/91
                          FOR EXPENDITURE ACCOUNT C4261047

                                            CREW   MSA       CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD      MONTH            DATE
--        ------ -------- ---------- ------ -----      -------       ----------
C4261047 011     899      299        0100                              4,074.67 ***
OBJ-DETAIL 299                                                         4,074.67

C4261047 011     899      598        0631                             -4,074.67
OBJ-DETAIL 598                                                        -4,074.67

ACTIVITY   899                                                                  SUBTOTAL

SUB-JOB    011 SUBTOTAL

C4261047 020     899      299        0100                             -8,149.34 ***
C4261047 020     899      299        0521                              8,149.34 ***
OBJ-DETAIL 299

ACTIVITY   899                                                                  SUBTOTAL

SUB-JOB    020 SUBTOTAL

C4261047 031     899      299        0521                             23,089.78 ***
C4261047 031     899      299        1010                             37,607.89 ***
OBJ-DETAIL 299                                                        60,697.67

C4261047 031     899      598        0631                              4,074.67
OBJ-DETAIL 598                                                         4,074.67

C4261047 031     899      710        1010                            209,730.54
OBJ-DETAIL 710                                                       209,730.54

ACTIVITY   899                                                       274,502.88 SUBTOTAL

C4261047 031     901      710        1010                              2,717.67
OBJ-DETAIL 710                                                         2,717.67

ACTIVITY   901                                                         2,717.67 SUBTOTAL

SUB-JOB    031 SUBTOTAL                                              277,220.55

EA         C4261047 TOTAL                                            277,220.55

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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City Credit
277,220.55 x .15 = 41,583.08

9827

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. [illegible] ,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-31-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY
(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX IX 9326 (13)

VOUCHER PERIOD
FROM 05 05 84
TO 06 01 87

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
208,882.51 49,908.35	194,548.95 49,908.35	85.00 100.00	165,366.60 49,908.35	165,366.60 49,908.35	0.0 0.0
258,790.86	$244,457.30		215,274.95	215,274.95	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon
DATE: 10/31/90
SIGNATURE OF AUTHORIZED OFFICIAL: Robert E Warburg
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT #1
N.E. SANDY BLVD.
MULTNOMAH COUNTY

CONSTRUCTION

TYPE CODE Y108
TRANSIT PASSENGER FACILITIES

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$163,033.94	
SFO 2 ADJUSTMENT OF WATER FACILIT BUREAU OF WATER WORKS	ALL REQUIRED	3,173.89	
SFO 3 INSTALL PERMANENT SIGNS CITY OF PORTLAND	ALL REQUIRED	765.17	
TOTAL PARTICIPATING TYPE CODE Y108		$166,973.00	206,954.33

TYPE CODE Y031
TRAFFIC SIGNALS (141)

FINAL CONTRACT PAYMENT SUMMARY	ALL REQUIRED	43,920.39	
SFO 4 SIGNAL CONTROL TESTING	ALL REQUIRED	1,200.00	
SFO 8 PRUCHASE CONTROLLER PROGRAM	ALL REQUIRED	239.95 ✓	
TOTAL PARTICIPATING TYPE CODE Y031		45,360.34	

CONSTRUCTION ENGINEERING

STATE (141)	ALL REQUIRED	$982.65	
LIQUIDATED DAMAGES	LUMP SUM	(6,730.00)	
BUREAU OF WATER WORKS	ALL REQUIRED	✓690.00	
CITY OF PARTLAND	ALL REQUIRED	36907.35	
TOTAL CONSTRUCTION ENGINEERING		31,850.00	40606.63

MISCELLANEOUS PROJECT COST

AUDIT EXPENSE	ALL REQUIRED	273.96
TOTAL PARTICIPATING COST		$244,457.30

NON-PARTICIPATING PROJECT COST

CONSTRUCTION ENGINEERING (141)	ALL REQUIRED	$3,699.28	-City
INTEREST ON FINAL PAYMENTS(141)	ALL REQUIRED	13.46	
FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	10,217.49 ✓	

BUREAU OF WATER WORKS	ALL REQUIRED	✓ 200.00
SFO 7 TEMPORARY WALKWAY CITY OF PORTALND	ALL REQUIRED	✓ 203.33 ✓
TOTAL NONPARTICIPATING COST		14,333.56
TOTAL PROJECT COSTS		$258,790.86

IX IXG 9326 (13)

AUDIT CONDUCTED AND ADJUSTMENTS NECESSARY HAVE BEEN MADE.

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PAGE     1

                         JOB COST SUMMARY RUN ON  01-07-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 01/05/91
                            FOR EXPENDITURE ACCOUNT C09827

                                         CREW  MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------       ----------
C09827     000    010      001        0521                                     10.09
C09827     000    010      001        0813                                     56.53
C09827     000    010      001        0821                                    131.79
OBJ-DETAIL 001                                                                198.41

ACTIVITY   010                                                               ✓198.41 SUBTOTAL - Const.

C09827     000    899      001        0521                                     10.09
OBJ-DETAIL 001                                                                 10.09

C09827     000    899      302        R
OBJ-DETAIL 302

C09827     000    899      548        8200                                     13.20
C09827     000    899      548        8214                                      6.60
OBJ-DETAIL 548                                                                 19.80

C09827     000    899      555        0521                                     13.97
OBJ-DETAIL 555                                                                 13.97

ACTIVITY   899                                                                ✓43.86 SUBTOTAL - Accounting

C09827     000    900      001        1070                                     74.12
C09827     000    900      001        1083                                    818.66
OBJ-DETAIL 001                                                                892.78

C09827     000    900      550        1000                                      6.60
OBJ-DETAIL 550                                                                  6.60

ACTIVITY   900                                                               ✓899.38 SUBTOTAL - Project manager

C09827     000    901      504        7361                                     39.20
OBJ-DETAIL 504                                                                 39.20

ACTIVITY   901                                                                ✓39.20 SUBTOTAL - final design

C09827     000    914      001        7700                                     24.87
OBJ-DETAIL 001                                                                 24.87

ACTIVITY   914                                                                ✓24.87 SUBTOTAL - utility Liaison

C09827     000    920      001        0631                                     37.06

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  01-07-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/05/91
                          FOR EXPENDITURE ACCOUNT C09827

                                        CREW    MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD          MONTH           DATE
--       ------ -------- ----------   ------  -----         -------      ----------
OBJ-DETAIL 001                                                                37.06

ACTIVITY   920                                                              ✓37.06 SUBTOTAL - program sec.

C09827   000    940      001          8221                                    21.16
OBJ-DETAIL 001                                                                21.16

C09827   000    940      008          8240                                   177.30
OBJ-DETAIL 008                                                               177.30

C09827   000    940      030          8214                                     9.91
OBJ-DETAIL 030                                                                 9.91

C09827   000    940      551          1000                                    43.20
C09827   000    940      551          1094                                    73.00
C09827   000    940      551          8023                                    20.00
C09827   000    940      551          8026                                    20.00
C09827   000    940      551          8214                                   259.00
OBJ-DETAIL 551                                                               415.20

ACTIVITY   940                                                              ✓623.57 SUBTOTAL - materials testing

SUB-JOB    000 SUBTOTAL                                                    1,866.35

C09827   001    899      349          2100                                    13.46
OBJ-DETAIL 349                                                                13.46

ACTIVITY   899                                                                13.46 SUBTOTAL Interest N.D.

SUB-JOB    001 SUBTOTAL                                                       13.46

C09827   010    899      199          0100                                     -.23
OBJ-DETAIL 199                                                                ✓-.23 - tech. serv.

C09827   010    899      299          1000                                20,220.47 ***
OBJ-DETAIL 299                                                            20,220.47

C09827   010    899      300          0100                                  -203.33
OBJ-DETAIL 300                                                              -203.33 - Contract SFO #7

ACTIVITY   899                                                            20,016.91 SUBTOTAL

C09827   010    900      336          1010                                ~~-400.00~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     3

                          JOB COST SUMMARY RUN ON  01-07-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 01/05/91
                             FOR EXPENDITURE ACCOUNT C09827

                                               CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----       -------      ----------
C09827    010    900      336        1010   SF02                        200.00
OBJ-DETAIL 336                                                          -200.00

C09827    010    900      598        1000   SF02                      -5,506.50
OBJ-DETAIL 598                                                        -5,506.50

ACTIVITY   900                                                   ~~-5,706.50~~ SUBTOTAL -SFO #2

SUB-JOB    010 SUBTOTAL                                          ~~14,310.41~~

C09827    011    010      001        0521                                10.09
OBJ-DETAIL 001                                                           10.09

ACTIVITY   010                                                           10.09 SUBTOTAL - accounting

C09827    011    899      199        0100                                 2.18
OBJ-DETAIL 199                                                            2.18 - tech. serv.

C09827    011    899      299        1000                          ~~155,953.97~~ ***
OBJ-DETAIL 299                                                   ~~155,953.97~~

C09827    011    899      300        0100                             1,975.99
OBJ-DETAIL 300                                                        1,975.99 - contract

C09827    011    899      336        1010                             2,571.89 utility Relocation
OBJ-DETAIL 336                                                        2,571.89     const Liaison

ACTIVITY   899                                                   ~~160,504.03~~ SUBTOTAL

C09827    011    900      336        1010                               400.00
C09827    011    900      336        1010   SF02                       -200.00
OBJ-DETAIL 336                                                          200.00

C09827    011    900      598        1000   SF02                      5,506.50
OBJ-DETAIL 598                                                        5,506.50

ACTIVITY   900                                                    ~~5,706.50~~ SUBTOTAL -SFO #2

C09827    011    901      001        0521                                17.48
OBJ-DETAIL 001                                                           17.48

ACTIVITY   901                                                           17.48 SUBTOTAL - accounting

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  01-07-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/05/91
                          FOR EXPENDITURE ACCOUNT C09827

                                          CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C09827    011      940      551        8214                                     6.00
OBJ-DETAIL 551                                                                  6.00

ACTIVITY   940                                                                  6.00 SUBTOTAL -materials testing

SUB-JOB    011 SUBTOTAL                                                  ~~166,244.10~~

C09827    020      899      299        1000                                     9.69 ***
OBJ-DETAIL 299                                                                  9.69

ACTIVITY   899                                                                  ~~9.69~~ SUBTOTAL Region H.P.

SUB-JOB    020 SUBTOTAL                                                         ~~9.69~~

C09827    021      050      001        0500                                   273.96
OBJ-DETAIL 001                                                                273.96

ACTIVITY   050                                                                273.96 SUBTOTAL - Audit

C09827    021      899      199        0100                                      .40
OBJ-DETAIL 199                                                                   .40 - tech serv.

C09827    021      899      299        1000                                48,047.57 ***
OBJ-DETAIL 299                                                             ~~48,047.57~~

C09827    021      899      300        0100                                   370.53
OBJ-DETAIL 300                                                                370.53 -Contract

C09827    021      899      341        1010                                   712.01
OBJ-DETAIL 341                                                                712.01 - Local Government

ACTIVITY   899                                                             ~~49,130.51~~ SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                    49,404.47

EA         C09827 TOTAL                                                   231,848.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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INT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985        PAGE  331
                                                                               FISCAL           GRAND TOTAL      ACTIVE YRS
 DESCRIPTION                    PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE         BEG    END

 R XING @ NW FRONT AVE(PORT CONT NO      FA PROJ NOS RRP 9300005 100                                             STATE
                                 326     1070     296    00 N 9                        .02          32.61CR       84     84
                                 326     1070     298    00 N 9                        .02CR        32.61         84     84
                                 326     1070     920    00 P 1                                     36.23         84     84
                                                  TOT       P1                                      36.23
                                         ** JOB TOTALS **             **                  **        36.23  **

 OD DIST TRAN PROJ UTL     CONT NO 9827     FA PROJ NOS XI   9326013  73 XIG 9326013  27                         STATE
                                 326     1072     201    00 P 1               180,238.68         180,238.68 cont    84     85
                                 326     1072     201    00 P 2                24,039.13          24,039.13         84     85
                                 326     1072     201    00 N 1                10,413.80          10,413.80 Cont N.P.  84  85
                                 326     1072     201    00 N 2                     7.02               7.02         84     84
                                 326     1072     203    00 P 1                 5,266.00CR         5,266.00CR-Damag  84  85
                                 326     1072     203    00 P 2                 1,134.00CR         1,134.00CR-Damag  84  84
                                 326     1072     210    08 P 1                   239.95             239.95-SFO #8  85   85
                                 326     1072     270    03 P 1                   650.39             650.39 P.M.    85     85
                                 326     1072     270    03 P 2                   114.78             114.78-SFO #4  85     85
                                 326     1072     270    05 P 1                 1,200.00           1,200.00-SFO #7  85     85
                                 326     1072     270    07 N 1                   203.33             203.33-Utilities  85  85
                                 326     1072     285    02 P 1                 1,492.00           1,492.00-City N.P.  84  84
                                 326     1072     295    00 N 9                34,627.50         ~~38,475.00~~      84     85
                                 326     1072     296    00 N 9   9,272.53CR  217,088.30CR      ~~220,935.80CR~~    84     85
                                 326     1072     298    00 N 9   9,272.53    182,460.80        ~~182,460.80~~      84     85
                                 326     1072     900    00 P 1       .70CR       298.44             298.44         84     85
                                 326     1072     900    00 P 2                    47.93              47.93 P.M     84     85
                                 326     1072     900    15 P 1       .08          27.23              27.23         84     85
                                 326     1072     900    15 P 2       .02          10.06              10.06         84     85
                                 326     1072     903    00 P 2   9,252.97      9,252.97           9,252.97 City    85     85
                                 326     1072     920    00 P 1                                       36.10 Program 84     84
                                 326     1072     920    00 P 2                                       13.35         84     84
                                 326     1072     921    00 P 1                    29.75              29.75-Spacs   85     85
                                 326     1072     940    00 P 1                   697.15             697.15 mod'l.  84     85
                                 326     1072     940    00 P 2                   257.85             257.85         84     85
                                 326     1072     941    00 P 1      56.25        674.48             674.48         84     85
                                 326     1072     941    00 P 2      20.80        249.49             249.49 Hall    84     85
                                 326     1072     944    00 P 1                   257.40             261.90 Serv.   84     84
                                 326     1072     944    00 P 2                                        1.66         84     84
                                 326     1072     945    00 P 1       .06CR        13.29              25.30 Const.  84     85
                                 326     1072     945    00 P 2       .02CR         4.92               9.37         84     85
                                 326     1072     948    00 P 1      6.40          40.02              40.02 P.M     84     85
                                 326     1072     948    00 P 2      2.36          14.81              14.81 P.M     84     85
                                 326     1072     948    00 N 1       .03CR         7.20               7.20 N.P.    85     85
                                 326     1072     948    00 N 2       .01CR         2.67               2.67         85     85
                                 326     1072     985    00 P 1                                       54.67 EEO     84     84
                                 326     1072     985    00 P 2                                       20.22         84     84
                                                  TOT       P1       61.97    180,592.78         180,700.06
                                                  TOT       P2    9,276.13     32,857.94          32,897.62
                                                  TOT       N1        .03CR    10,624.33          10,624.33
                                                  TOT       N2        .01CR         9.69               9.69
                                         ** JOB TOTALS **    9,338.06  **  224,084.74  **      224,231.70  **
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CCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985       PAGE 412
                                                                            FISCAL         GRAND TOTAL      ACTIVE YRS
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE         BEG   END
                           426    1040      903     00 P 1                      7,314.07         63,175.30       83    85
                                            TOT     P1                          7,314.07         63,175.30
                                            TOT     N9                          7,314.07CR       63,175.30CR
                                          ** JOB TOTALS **              **                **               **

NW FRONT CONSTRUCTION      CONT NO      FA PROJ NOS X10 9300008 100                                          STATE
                           426    1041      598     00 N 9      116.09CR       27,824.16CR     230,100.05CR      83    85
                           426    1041      903     00 P 1      116.09         27,824.16       230,100.05        83    85
                                            TOT     P1          116.09         27,824.16       230,1[illegible].05
                                            TOT     N9          116.09CR       27,824.16CR     230,1[illegible].05CR
                                          ** JOB TOTALS **              **                **               **

NW FRONT AVE IX-9300(6) NW 14 CONT NO   FA PROJ NOS X10 9300006 100                                          STATE
                           426    1042      598     00 N 9      807.23CR        3,912.16CR     269,[illegible].18CR      83    85
                           426    1042      903     00 P 1      807.23          3,912.16       269,[illegible].18        83    85
                                            TOT     P1          807.23          3,912.16       269,[illegible].18
                                            TOT     N9          807.23CR        3,912.16CR     269,[illegible].18CR
                                          ** JOB TOTALS **              **                **               **

HOLLYWOOD DIST TRANS       CONT NO      FA PROJ NOS XI  9326013 100                                          STATE
                           426    1043      598     00 N 9      688.52         21,264.70CR      21,264.70CR      84    85
                           426    1043      903     00 P 1      688.52CR       21,264.70        21,264.70        84    85
                                            TOT     P1          688.52CR       21,264.70        21,264.70
                                            TOT     N9          688.52         21,264.70CR      21,264.70CR
                                          ** JOB TOTALS **              **                **               **

SW 6TH AV-SW 4TH AVE       CONT NO      FA PROJ NOS  .  9345002 100                                          STATE
                           426    1044      598     00 N 9    22,601.12CR      57,134.36CR      57,134.36CR      84    85
                           426    1044      903     00 P 1    22,601.12        57,134.36        57,134.36        84    85
                                            TOT     P1        22,601.12        57,134.36        57,1[illegible].36
                                            TOT     N9        22,601.12CR      57,134.36CR      57,[illegible].36CR
                                          ** JOB TOTALS **              **                **               **

N LOMBARD/MARINE DR        CONT NO      FA PROJ NOS X10 9958002 100                                          STATE
                           426    1045      598     00 N 9    21,900.02CR      41,481.73CR      41,[illegible].73CR      85    85
                           426    1045      903     00 P 1    21,900.02        41,481.73        41,[illegible]           85    85
                                            TOT     P1        21,900.02        41,481.73        41,[illegible]
                                            TOT     N9        21,900.02CR      41,481.73CR      41,[illegible].73CR
                                          ** JOB TOTALS **              **                **               **

NE [illegible] AVE-MARINE DR  CONT NO   FA PROJ NOS X10 9960002 100                                          STATE
                           426    1046      598     00 N 9    75,175.52CR     103,111.24CR     103,[illegible].24CR      85    85
                           426    1046      903     00 P 1    75,175.52       103,111.24       103,[illegible].24        85    85
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PAGE     5

                          JOB COST SUMMARY RUN ON  01-07-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 01/05/91
                          FOR EXPENDITURE ACCOUNT C4261043

                                          CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------       ----------
C4261043 011    899      299        0100                              ~~21,264.70~~ ***
C4261043 011    899      299        1010                               ~~4,041.36~~ ***
OBJ-DETAIL 299                                                        ~~25,306.06~~

C4261043 011    899      710        1010                               1,636.32
OBJ-DETAIL 710                                                         1,636.32

ACTIVITY   899                                                        26,942.38 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                               26,942.38

C4261043 090    899      299                                          ~~21,264.70~~ ***
C4261043 090    899      299        0100                             ~~-63,794.10~~ ***
C4261043 090    899      299        0521                              ~~42,529.40~~ ***
OBJ-DETAIL 299

ACTIVITY   899                                                                  SUBTOTAL

SUB-JOB    090 SUBTOTAL

EA         C4261043 TOTAL                                             26,942.38

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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- Distribution to cities

100% 1st

[illegible]

9827

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-7-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-15-82
TO 1-24-90

FEDERAL AID PROJECT NO.
IX 9326 (10)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$232,125.85	$232,122.60	85%	$197,304.21	$197,304.21	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
8/7/90

SIGNATURE OF AUTHORIZED OFFICIAL
Robert W
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

Hollywood District Transportation Project
Highway 30 (Business Route)
in Multnomah County

Type Code ROW RIGHT OF WAY		
State	All Required	$ 232,122.60
TYPE CODE Y004 BUILDING DEMOLITION	ALL REQUIRED	$ — 0 —
TOTAL PARTICIPATING PROJECT COST		$
TOTAL PARTICIPATING COST		$ 232,122.60
Non-Participating Project Costs State	All Required	$ 3.25
TOTAL NON-PARTICIPATING COST		$ 3.25
TOTAL PROJECT COSTS		$ 232,125.85

9827

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 1/11/90

CITY: Portland — AGREEMENT NO.: 7417 — PROJECT NO.: IX-9326 6.10.13

CONTRACT NO.: 9827 — SECTION: Hollywood District Transportation Improvements

PRELIMINARY ENGINEERINGEA No. C426-1943, C726-1923

		Participating		Nonparticipating
Engineering Pergformed by City	$	286,189.65	$	
Payments to Consultant		43,895.00		150.00
Work Performed by State				
Project Manager		7,089.86		194.00
Bridge Section		1,403.04		
Final Design		3,217.33		
Field Geology		3,589.51		
R/W Descriptions		1,508.74		
Traffic Section		1,401.34		
R/W Liaison		2,483.43		2.63
Technical Services		2,124.72		
Program Section		359.98		
Specifications		5,542.79		
Surfacing Design		1,898.29		
Audit		433.32		
Total Preliminary Engineering Cost	$	361,137.00	$	346.63 ✓
Less Federal Funds (85%)		306,966.44 ✓		
Subtotal $ 10,900.00	$	54,170.56	$	346.63 ✓
City's Share of PE Cost	$	54,517.19		
Less Credit for Work Performed by City		-42,928.45		
Less City's Advance Deposit		-9,300.00		
BALANCE OWED BY CITY	$	2,288.74		

RIGHT-OF-WAY EA No. C026-2582

Land Costs	$	49,105.00
Structures & Landscaping		25,325.00
Severance & Consequential Damages		122,783.00
Appraisals		19,287.86

Negotiation Expenses	$ 11,354.07	$
Land Sales	-2,355.00	
Title Costs	2,527.03	
Grants to Local Governments	444.95	
Taxes	267.21	3.25
Relocation Expenses	543.62	
Legal Expenses	286.54	
Liaison Activities	143.51	
Program Section	53.75	
R/W Office Expenses	2,356.06	
Total Right-of-Way	$ 232,122.60 ✓	$ 3.25 ✓
Less Federal Funds	-197,304.21 ✓	
Subtotal	$ 34,818.39 ✓	$ 3.25
City's Share of R/W Costs	$ 34,821.64 ✓	
Less City's Advance Deposit	~~-25,800.00~~ (34,710.00)	
BALANCE OWED BY CITY	$ ~~9,021.64~~ $ 111.64	

CONSTRUCTION EA NO. C09827

Payment to Contractor	$ 206,954.33	$ 10,217.49
Liquidated Damages	-6,730.00	
Interest on Final Payment		13.46
SFO #2 Adjust Water Facilities	3,173.89	
SFO #3 Install Permanent Signs	765.17	
SFO #4 Signal Control Testing	1,200.00	
SFO #7 Temporary Walkway		203.33
SFO #8 Purchase Controller Program	239.95	
City Engineering	36,907.35	3,699.28
Bureau of Water Works Engineering	690.00	200.00
State Engineering	982.65	
Audit Expenses	273.96	
Subtotal	$ 244,457.30	$ 14,333.56
Less Federal Funds		
.85 x 165,366.60	$ -165,366.60	
1.00 x 49,908.35 (Signal Installation)	-49,908.35 215,274.95	
Total	$ 29,182.35	$ 14,333.56

City's Share	$	43,515.91	.12
Less City's Advance Deposits			
AD *84-37		-19,680.00	38475.00
AD *84-45		-18,795.00	
Credit for Work Performed by City		-4,041.36	
BALANCE OWED BY CITY	$	999.55	—OK

100,540.00

SUMMARY

Preliminary Engineering			
Balance Owed by City	$	2,288.74	
Right-of-Way			
Balance Owed by City		9,021.64	
Construction			
Balance Owed by City		999.55	—OK
Total	$	12,309.93	

9827

1-11-90

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 1/11/90

CITY: Portland

AGREEMENT NO.: 7417

PROJECT NO.: IX-9326 6,10,13,14

CONTRACT NO.: 9827

SECTION: Hollywood District Transportation Improvements

PRELIMINARY ENGINEERINGEA No. C426-1943, C726-1923

	Participating	Nonparticipating
Engineering Pergformed by City	$ 286,189.65	$
Payments to Consultant	43,895.00	150.00
Work Performed by State		
Project Manager	7,089.86	194.00
Bridge Section	1,403.04	
Final Design	3,217.33	
Field Geology	3,589.51	
R/W Descriptions	1,508.74	
Traffic Section	1,401.34	
R/W Liaison	2,483.43	2.63
Technical Services	2,124.72	
Program Section	359.98	
Specifications	5,542.79	
Surfacing Design	1,898.29	
Audit	433.32	
Total Preliminary Engineering Cost	$ 361,137.00	$ 346.63
Less Federal Funds (85%)	-306,966.44	
Subtotal	$ 54,170.56	$ 346.63
City's Share of PE Cost	$ 54,517.19	
Less Credit for Work Performed by City	-42,928.45	
Less City's Advance Deposit		
AD #82-90	-9,300.00	
AD #82-80	-10,900.00	
BALANCE OWED TO CITY	$ -8,611.26	

SS011.pk

RIGHT-OF-WAY EA No. C026-2582

Land Costs	$ 49,105.00	
Structures & Landscaping	25,325.00	
Severance & Consequential Damages	122,783.00	
Appraisals	19,287.86	
Negotiation Expenses	$ 11,354.07	$
Land Sales	-2,355.00	
Title Costs	2,527.03	
Grants to Local Governments	444.95	
Taxes	267.21	3.25
Relocation Expenses	543.62	
Legal Expenses	286.54	
Liaison Activities	143.51	
Program Section	53.75	
R/W Office Expenses	2,356.06	
Total Right-of-Way	$ 232,122.60	$ 3.25
Less Federal Funds	-197,304.21	
Subtotal	$ 34,818.39	$ 3.25
City's Share of R/W Costs	$ 34,821.64	
Less City's Advance Deposit		
AD *82-14	-25,800.00	
AD *85-08	-8,910.00	
BALANCE DUE FROM CITY	$ 111.64	

SS001.pk

CONSTRUCTION EA NO. C09827

Payment to Contractor	$ 206,954.33	$ 10,217.49
Liquidated Damages	-6,730.00	
Interest on Final Payment		13.46
SFO *2 Adjust Water Facilities	3,173.89	
SFO *3 Install Permanent Signs	765.17	
SFO *4 Signal Control Testing	1,200.00	
SFO *7 Temporary Walkway		203.33
SFO *8 Purchase Controller Program	239.95	
City Engineering	36,907.35	3,699.28
Bureau of Water Works Engineering	690.00	200.00
State Engineering	982.65	
Audit Expenses	273.96	
Subtotal	$ 244,457.30	$ 14,333.56
Less Federal Funds		
.85 x 165,366.60	$ -165,366.60	
1.00 x 49,908.35 (Signal Installation)	-49,908.35	
TOTAL	$ 29,182.35	$ 14,333.56
City's Share	$ 43,515.91	
Less City's Advance Deposits		
AD *84-37	-19,680.00	
AD *84-45	-18,795.00	
Credit for Work Performed by City	-4,041.36	
BALANCE DUE FROM CITY	$ 999.55	

SS011.pk

CONSTRUCTION CONTRACT NO. 9951 IX-IXG-9326(14)

Contract Payments	$ 2,270,312.13	$ 2,870.61
Interest on Contract Payments		32.13
SFO *1 Permanent Striping (City)	14,385.52	
SFO *2 Signal Controller Testing	12,025.00	
SFO *4 Permanent Signing	23,682.36	
SFO *6 Construct Diverter	6,941.77	
SFO *7 Permanent Striping	844.67	
SFO *8 Adjust Water Gacilities	27,600.31	
SFO *9 Traffic Control Program	4,500.00	
SFO *10 Irrigation System-Electrical	62.08	
SFO *11 Irrigation System-Water	22.74	
SFO *12 R/W Monumentation	1,612.78	
SFO *13 Modify Traffic Signal	15,145.68	
Engineering City of Portland	328,829.10	38,430.28
Engineering State		
Project Manager	9,099.46	0.40
Materials Testing	5,180.78	
Construction Section	3,366.64	
Program Section	115.38	
Technical Support	1,312.79	
Accounting	553.41	
Audit	1,085.28	
SUBTOTAL	2,726,677.88	41,333.42
Less Federal Funds	-2,395,301.94	
Balance of Cost	331,375.94	41,333.42
Total City Share	372,709.36	
Less Credit for Work Performed By City	-41,583.08	
Less Advance Deposit		
AD *85-01	-185,250.00	
AD *85-08	-100,540.00	
BALANCE DUE FROM CITY	$ 45,336.28	

SS011.pk

CONSTRUCTION CONTRACT NO. 9951

SUMMARY

Preliminary Engineering		
Balance Owed To City	$	8,611.26
Right-of-Way		
Balance Due From City		111.64
Construction Contract *9827		
Balance Due From City		999.55
Construction Contract *9951		
Balance Due From City		45,336.28
Total	$	37,836.21

SS011.ff

9827

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-15-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/6/81
TO 12/26/84

FEDERAL AID PROJECT NO.
IX-9326(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$200,000.00	$200,000.00	85%	$170,000.00	$170,000.00	-0-
177	$ 20,679.50	$ 20,679.50	85%	$ 17,577.57	$ 17,577.57	-0-
580	$ 65,000.00	$ 65,000.00	85%	$ 55,250.00	$ 55,250.00	-0-
177	$ 18,564.76	$ 18,564.76	85%	$ 15,780.04	$ 15,780.04	-0-
580	$ 42,314.94	$ 42,314.94	85%	$ 35,967.70	$ 35,967.70	-0-
772	$ 14,924.43	$ 14,577.80	85%	$ 12,391.13	$ 12,391.13	-0-
	$361,483.63	$361,137.00	85%	$306,966.44	$306,966.44	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	August 15, 1989	

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HOLLYWOOD DISTRICT TRANSPORTATION PROJECT N.E. SANDY BLVD.(PORTLAND) MULTNOMAH COUNTY					
	Preliminary Engineering Type Code PE					
	Work by City of Portland (580)		All Required		$ 65,000.00	
	Work by City of Portland (177)		All Required		$ 20,900.57	
	Work by City of Portland (772)		All Required		$ 200,000.00	
	Work by Mitchell & Nelson Assoc. (580)		All Required		$ 42,314.94	
	State (177)		All Requried		$ 16,763.63	
	State (772)		All Required		$ 14,144.48	
	Work by Mitchell & Nelson Assoc. (177)		All Required		$ 1,580.06	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$ 360,703.68	
	Miscellaneous Project Cost					
	Audit Expense (772)		All Required		$ 433.32	
	TOTAL PARTICIPATING PROJECT COST				$ 361,137.00	
	Non-Participating Project Cost					
	Work by Mitchell & Nelson Assoc. (772)		All Required		$ 150.00	
	Construction Engineering (State) (772)		All Required		$ 196.63	
	TOTAL NON-PARTICIPATING PROJECT COST				$ 346.63	
	TOTAL PROJECT COST				$ 361,483.63	
	AMOUNT CARRIED FORWARD					

	6-85		6-85		6·85		Total		6·85		Total
900 1	194. NP 7,311.65	020 50		900	194. 7,311.65	-221.79	194.00 7,089.87	980			
2		913 55		901	150 43,895.00	0	150.00 43,895.00	991			
930 3	289.08	N.P. 60		902				020			
901 4	150. NP 43,895.00	961 980 80		903	1403.04		1403.04✓	050	433.32		433.32
905 907 5	3380.16			✓904	720.37		720.37				
903 906 6	1403.04✓			905	3380.16	-162.83	3,217.33				75,804.14
904 7	720.37			906							
020 8				907							
909 910 9	1508.74			908	3589.51		3589.51				
908 10	3589.51			909	1508.74		1508.74✓				
11	1337.73			910							
915 12	860.80			911	1337.73		1337.73				
13	2.63 2483.43			912							
14				913	2.63 2483.43		2.63 2483.43				
050 15	433.32			914							
16				✓915	860.80		860.80				
963 964 18	53.56			916							
905 19				917							
20	359.98			920	359.98		359.98				
21	5,542.79			921	5,542.79		5542.79				
964 22	51.27			✓923	191.92		191.92				
23	191.92			925							
904 24				924							
25				930	289.08	221.07	510.15				
903 26				932							
903 27				933	1898.29		1898.29				
903 29				934✓							
914 32				936	63.61		63.61	– traffic			
33	1,898.29			✓937	283.45		283.45				
34				✓938	68.18		68.18	– Env✓			
134 35				949							
[illegible] 36	63.61			960							
37	283.45			961							
38	68.18			962							
49				963							
				964✓	104.83	-104.83	0				

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PAGE     3

                            JOB COST SUMMARY RUN ON  10-24-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 10/20/90
                              FOR EXPENDITURE ACCOUNT C4261943

                                             CREW   MSA         CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
C4261943 011     899      299        0100                                  170,000.00 ***
C4261943 011     899      299        1000                                   30,000.00 ***
OBJ-DETAIL 299                                                             200,000.00

ACTIVITY   899                                                             200,000.00 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                    200,000.00

C4261943 021     899      299        0100                                   55,250.00 ***
C4261943 021     899      299        1000                                    9,750.00 ***
OBJ-DETAIL 299                                                              65,000.00

ACTIVITY   899                                                              65,000.00 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                     65,000.00

C4261943 031     899      299        0100                                    4,431.23 ***
C4261943 031     899      299        1000                                      781.98 ***
C4261943 031     899      299        1090                                    2,220.47 ***
OBJ-DETAIL 299                                                               7,433.68

C4261943 031     899      710        1090                                   12,582.63
OBJ-DETAIL 710                                                              12,582.63

ACTIVITY   899                                                              20,016.31 SUBTOTAL

C4261943 031     930      710        1010                                      663.19
OBJ-DETAIL 710                                                                 663.19

ACTIVITY   930                                                                 663.19 SUBTOTAL

SUB-JOB    031 SUBTOTAL                                                     20,679.50

C4261943 090     899      299                                              229,681.23 ***
C4261943 090     899      299        0100                                 -689,043.69 ***
C4261943 090     899      299        0521                                  459,362.46 ***
OBJ-DETAIL 299

ACTIVITY   899                                                                        SUBTOTAL

SUB-JOB    090 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  10-24-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 10/20/90
                   FOR EXPENDITURE ACCOUNT C4261943

                                         CREW   MSA        CURRENT      BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--      ------ -------- ---------- ------ -----         -------      ----------
EA        C4261943 TOTAL                                               285,679.50

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  10-24-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/20/90
                          FOR EXPENDITURE ACCOUNT C7261923

                                            CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH           DATE
--          ------ -------- ---------- ------ -----      -------       ----------
C7261923 010     899        299        0100                                  346.63 ***
OBJ-DETAIL 299                                                               346.63

ACTIVITY   899                                                               346.63 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                      ~~346.63~~

C7261923 011     899        299        0100                               ~~14,595.75 ***~~
OBJ-DETAIL 299                                                            ~~14,595.75~~

C7261923 011     899        334        0521                                2,235.53
OBJ-DETAIL 334                                                           ✓2,235.53 -consult

C7261923 011     899        553        0521                                 -248.68
OBJ-DETAIL 553                                                           ✓-248.68 -Data processing 964 a 900

ACTIVITY   899                                                          ~~16,582.60~~ SUBTOTAL

C7261923 011     900        001        1092                                  -51.46
OBJ-DETAIL 001                                                               -51.46

ACTIVITY   900                                                              ✓-51.46 SUBTOTAL - p.m. 900

C7261923 011     905        001        7300                                 -162.83
OBJ-DETAIL 001                                                              -162.83

ACTIVITY   905                                                             ✓-162.83 SUBTOTAL - final design

C7261923 011     921        598        0521                               -1,764.03
OBJ-DETAIL 598                                                            -1,764.03

ACTIVITY   921                                                           ✓-1,764.03 SUBTOTAL - Specs

C7261923 011     960        136        0521                                  -26.48
OBJ-DETAIL 136                                                               -26.48

ACTIVITY   960                                                              ✓-26.48 SUBTOTAL - 900

SUB-JOB    011 SUBTOTAL                                                  ~~14,577.80~~

C7261923 021     899        299        0100                               57,801.48 ***
C7261923 021     899        299        0523                                     .01 ***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     6

                        JOB COST SUMMARY RUN ON  10-24-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 10/20/90
                        FOR EXPENDITURE ACCOUNT C7261923

                                           CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 299
                                                                           57,801.49

C7261923 021    899       334        0521                                 -17,250.57 - consult.
OBJ-DETAIL 334                                                           ✓-17,250.57

ACTIVITY    899                                                           ~~40,550.92~~ SUBTOTAL

C7261923 021    921       598        0521                                   1,764.03
OBJ-DETAIL 598                                                              1,764.03

ACTIVITY    921                                                           ✓1,764.03 SUBTOTAL - specs.

SUB-JOB     021 SUBTOTAL                                                  ~~42,314.95~~

C7261923 031    899       299        0100                                   ~~3,328.65~~ ***
OBJ-DETAIL 299                                                              ~~3,328.65~~

C7261923 031    899       334        0521                                  15,015.04
OBJ-DETAIL 334                                                           ✓15,015.04 - consult.

ACTIVITY    899                                                           ~~18,343.69~~ SUBTOTAL

C7261923 031    930       341        1010                                     221.07
OBJ-DETAIL 341                                                                221.07

ACTIVITY    930                                                               221.07 SUBTOTAL - 930

SUB-JOB     031 SUBTOTAL                                                  ~~1~~8,564.76

EA          C7261923 TOTAL                                                 75,804.14

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985       PAGE 1216

                                                                             FISCAL         GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                          726   1921     902      00 P 1                                          .09CR
                          726   1921     902      00 P 2                                         66.33
                          726   1921     903      00 P 1                     12,009.87       35,846.96
                          726   1921     903      00 P 2                                      5,906.71
                          726   1921     904      00 P 1                     67,058.69      142,964.92
                          726   1921     904      00 P 2                                     75,000.00
                          726   1921     911      00 P 1           .64        1,054.98        1,384.99
                          726   1921     911      00 P 2                                        477.94
                          726   1921     913      00 P 2                                         71.43
                          726   1921     915      00 P 1          .27CR          59.41          864.89
                          726   1921     915      01 P 1          .57CR         126.12          126.12
                          726   1921     920      00 P 1                                        305.39
                          726   1921     920      00 P 2                                         14.94
                          726   1921     936      00 P 1          .58CR         626.78        1,646.50
                                         TOT      P1             1.04CR      80,992.36      183,352.84
                                         TOT      P2                                         81,925.81
                                         TOT      N1                                             71.07CR
                                         TOT      N2                                            349.97CR
                                      ** JOB TOTALS **           1.04CR**    80,992.36  **  264,857.61  **


 N INTERSTATE&N TILLAMOOK    CONT NO       FA PROJ NOS X10 9361005 100                                STATE
                          726   1922     296      00 N 9                                        165.81CR
                          726   1922     298      00 N 9                                        165.81
                          726   1922     902      00 P 1                                         27.21
                          726   1922     920      00 P 1                                        167.86
                                         TOT      P1                                            195.07
                                      ** JOB TOTALS **                   **             **      195.07  **


HOLLYWOOD DIST TRANSPORTATION CONT NO     * FA PROJ NOS X10 9326006 100 X10 9326006    X1  9326006                STATE
                          726   1923     295      00 N 9                      2,552.45       11,852.45
                          726   1923     296      00 N 9      2,829.28CR     28,015.12CR     76,204.12CR
                          726   1923     298      00 N 9      2,829.28       25,462.67       64,351.67 pm
                          726   1923     901      00 P 1         18.03        4,297.25CR      1,311.65 -pm
                          726   1923     901      00 P 2                      6,000.00        6,000.00 -pm/AIR
                          726   1923     901      00 N 1                                        194.00 -local
                          726   1923     903      00 P 1                        289.08          289.08 -consult
                          726   1923     904      00 P 1                                      2,235.53CR -consult
                          726   1923     904      00 P 2                                     46,130.53 -consult/N.P.
                          726   1923     904      00 N 1                                        150.00 -
                          726   1923     905      00 P 1                        151.01CR      1,380.16 -final design
                          726   1923     905      00 P 2                      2,000.00        2,000.00 -final design
                          726   1923     906      00 P 1                      1,105.98        1,403.04 -bridge
                          726   1923     907      00 P 1                                        720.37 -preliminary design
                          726   1923     909      00 P 1                                      1,508.74 -R/W Desc.
                          726   1923     910      00 P 1      3,328.65CR      3,328.65CR        260.86 -region geology
                          726   1923     910      00 P 3      3,328.65        3,328.65        3,328.65 -region geology
                          726   1923     911      00 P 1                        357.79        1,337.73 -traffic
```

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	726	1923	912	00	P 1		496.54	860.80	-landscape
	726	1923	913	00	P 1		22.68	2,483.43	- R/W Liaison
	726	1923	913	00	N 1			2.63	- R/W Liaison / N.P.
	726	1923	915	00	P 1			433.32	- Audit
	726	1923	918	00	P 1		2.51	53.56	- final design
	726	1923	920	00	P 1		161.89	359.98	- Program sec
	726	1923	921	00	P 1		570.27CR	1,871.84	- specifications
	726	1923	921	00	P 2		3,670.95	3,670.95	- specifications
	726	1923	922	00	P 1		25.73	51.27	- technical serv
	726	1923	923	00	P 1		80.72	191.92	- Environ
	726	1923	933	00	P 1		273.63	1,898.29	- Surfacing Design
	726	1923	936	00	P 1		63.61	63.61	- Region Traffic
	726	1923	937	00	P 1		283.45	283.45	- Hydraulics
	726	1923	938	00	P 1			68.18	- Region Environ
			TOT	P1		3,310.62CR	5,183.57CR	14,595.75	
			TOT	P2			11,670.95	57,801.48	
			TOT	P3		3,328.65	3,328.65	3,328.65	
			TOT	N1				346.63	
			** JOB TOTALS **			18.03 **	9,816.03 **	76,072.51 **	
SW BARBUR BLD-SW TAYLOR RD	CONT NO		FA PROJ NOS	X10 9383002 100		X10 9383002	X10 9383002		STATE
	726	1924	295	00	N 9		16,149.43	38,411.10	
	726	1924	296	00	N 9		85,046.88CR	209,940.59CR	
	726	1924	298	00	N 9		68,897.45	171,529.49	
	726	1924	901	00	P 1	1,868.83CR	3,781.83	7,309.99	
	726	1924	901	00	P 2		6,194.68	51,869.25	
	726	1924	901	00	P 3	2,906.27	8,410.23	8,410.23	
	726	1924	901	00	N 1	200.98	1,073.18	1,909.48	
	726	1924	902	00	P 1	734.78	1,965.54	3,184.25	
	726	1924	902	00	P 2			4,289.42	
	726	1924	902	00	N 1			41.28	
	726	1924	903	00	P 1	4,130.95	191.13CR	19,232.44	
	726	1924	903	00	P 2		12,651.58	12,651.58	
	726	1924	906	00	P 1	15.30CR	3,907.04	6,255.76	
	726	1924	907	00	P 1	5.16CR	1,160.62	1,160.62	
	726	1924	910	00	P 1	.33CR	73.36	1,235.17	
	726	1924	911	00	P 1	6.05CR	2,856.83CR	2,230.15	
	726	1924	911	00	P 2		4,196.27	12,832.79	
	726	1924	911	00	N 1			246.64	
	726	1924	911	05	P 1			122.21	
	726	1924	913	00	P 1	103.58	858.03	2,007.64	
	726	1924	914	00	P 1			401.75	
	726	1924	915	00	P 1			7.08	
	726	1924	916	00	P 1		10,000.00CR	3,896.32	
	726	1924	916	00	P 2		10,000.00	10,000.00	
	726	1924	918	00	P 1	.20CR	44.89	94.51	
	726	1924	919	00	N 1			60.00	
	726	1924	920	00	P 1	.03CR	7.92	196.80	

```
                                                                                  FISCAL          GRAND TOTAL
     DESCRIPTION                          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

  NW PORTLD TRANSPORTATION STUD CONT NO          FA PROJ NOS XI  0000024 100                                            STATE
                                     426   1937        598        00 N 9                                28,234.57CR
                                     426   1937        903        00 P 1                                28,234.57
                                                       TOT        P1                                    28,234.57
                                                       TOT        N9                                    28,234.57CR
                                                   ** JOB TOTALS **               **             **              **

  W BURNSIDE ST@SW TICHNER ST   CONT NO      * FA PROJ NOS XI  9326005 100 X10 9326005 100                          STATE
                                     426   1938        598        00 N 9                                22,970.01CR
                                     426   1938        903        00 P 1                                14,045.01
                                     426   1938        903        00 P 2                                 8,925.00
                                                       TOT        P1                                    14,045.01
                                                       TOT        P2                                     8,925.00
                                                       TOT        N9                                    22,970.01CR
                                                   ** JOB TOTALS **               **             **              **

  POWELL BUTTE-MT SCOTT-TRANS S CONT NO          FA PROJ NOS XI  0000021 100                                            STATE
                                     426   1940        598        00 N 9                                28,491.70CR
                                     426   1940        903        00 P 1                                28,491.70
                                                       TOT        P1                                    28,491.70
                                                       TOT        N9                                    28,491.70CR
                                                   ** JOB TOTALS **               **             **              **

  ARTERIAL ST LIGHT CONVERSION  CONT NO      * FA PROJ NOS XI  0000019 100                                            STATE
                                     426   1941        598        00 N 9                                25,159.82CR
                                     426   1941        903        00 P 1                                25,159.82
                                                       TOT        P1                                    25,159.82
                                                       TOT        N9                                    25,159.82CR
                                                   ** JOB TOTALS **               **             **              **

  GATEWAY AREA TRAF SIG INTER   CONT NO      * FA PROJ NOS X10 000C020 100                                            STATE
                                     426   1942        598        00 N 9                                10,825.05CR
                                     426   1942        903        0C P 1                                10,825.05
                                                       TOT        P1                                    10,825.05
                                                       TOT        N9                                    10,825.05CR
                                                   ** JOB TOTALS **               **             **              **

  HOLLYWOOD DIST TRANSPORTATION CONT NO          FA PROJ NOS X10 9326006 100 X10 9326006     XI  9326006                STATE
                                     426   1943        598        00 N 9     11,550.19CR    61,463.29CR     229,681.23CR
                                     426   1943        903        00 P 1                     1,782.06      170,000.00
                                     426   1943        903        00 P 2      7,118.96      55,250.00       55,250.00
                                     426   1943        903        00 P 3      4,431.23       4,431.23        4,431.23
                                                       TOT        P1                         1,782.06      170,000.00
                                                       TOT        P2          7,118.96      55,250.00       55,250.00
                                                       TOT        P3          4,431.23       4,431.23        4,431.23
                                                       TOT        N9         11,550.19CR    61,463.29CR     229,681.23CR
                                                   ** JOB TOTALS **               **             **              **
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9827

(ORIGINAL)

C326-1072

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, Oregon 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 05-02-84
TO 06-01-87

FEDERAL AID PROJECT NO.
IX-IXG 9326 (13)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
188,842.45	188,842.45	85.00	160,516.07	160,516.07	0
49,908.35	49,908.35	100.00	49,908.35	49,908.35	0
20,040.06	0.00	0.00	0.00	0.00	0
177 258,790.86	238,750.80	N/A	210,424,42	210,424.42	0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE

SIGNATURE OF AUTHORIZED OFFICIAL
Assistant Controller

Revised

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hollywood District Transportation Project Unit #1					
	N.E. Sandy Blvd.					
	Multnomah County					
	Transit Passenger Facilities					
	Type Code Y108					
	Final Contract Payment Summary		Lump Sum		$163,033.94	
0 2	Adjustment of Water Facilities - Bureau of Water Works		All Required		$ 4,063.89	
0 3	Install Permanent Sings - City of Portland		All Required		$ 765.17	
	Total Participating Type Code Y108				$167,863.00	
	Traffic Signals					
	Type Code Y031					
	Final Contract Payment Summary		Lump Sum		$ 43,920.39	★
0 4	Signal Control Testing-State Forces		All Required		$ 1,200.00	
0 8	Purchase Controller Program		All Required		$ 239.95	
	Total Participating Type Code Y031				$ 45,360.34	
	Total Participating Construction				$213,223.34	
	Construction Engineering					
	City of Portland		All Required		$ 31,983.50	-15%
	Liquidated Damages		Lump Sum		$(6,730.00)	
	Total Particiapting Construction Engineering				$ 25,253.50	
	Miscellaneous Project Costs					
	Audit Service - ODOT Extend Auditors		All Required		$ 273.96	
	Total Participating Project Cost				$238,750.80	
	Non-Participating Costs					
	Final Contract Payment Summary		Lump Sum		$ 10,217.49	
	Interest on Final Payment		All Required		$ 13.46	
	Construction Engineering (State)		All Required		$ 8,723.28	needs to be amended if N.P. due to excess 15%
	City of Portland Construction Engineering		All Required		$ 882.50	
0 7	Temporary Walkway-City of Portland		All Required		$ 203.33	
	Total Non-Participating Costs				$ 20,040.06	
	Total Project Costs				$258,790.86	
	AMOUNT CARRIED FORWARD					

15% on engineering should be calculated without regard to liquidated damages

```
                     JOB COST SUMMARY RUN ON  10-24-90
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 10/20/90
                     FOR EXPENDITURE ACCOUNT C0262582

                                         CREW   MSA       CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL   NUMBER FIELD       MONTH           DATE
--         ------ -------- ----------   ------ -----      -------       ----------
C0262582 000      414      001          7730                                  5.24
OBJ-DETAIL 001                                                                5.24

ACTIVITY   414                                                                5.24 SUBTOTAL -prop. negot.

C0262582 000      899      350          7730                                700.00
OBJ-DETAIL 350                                                              700.00 - Land

C0262582 000      899      394          7784                                100.00
OBJ-DETAIL 394                                                              100.00 - Relocation

ACTIVITY   899                                                          ~~800.00~~ SUBTOTAL

C0262582 000      910      001          7111                                 83.69
OBJ-DETAIL 001                                                               83.69

ACTIVITY   910                                                               83.69 SUBTOTAL - R/W Liaison

C0262582 000      913      504          7111                                 18.12
OBJ-DETAIL 504                                                               18.12

ACTIVITY   913                                                               18.12 SUBTOTAL -R/W Liaison-

SUB-JOB    000 SUBTOTAL                                                     907.05

C0262582 010      421      358          0100                                174.24
OBJ-DETAIL 358                                                              174.24

ACTIVITY   421                                                              174.24 SUBTOTAL - TAX

C0262582 010      899      299          0100                               -512.97 ***
C0262582 010      899      299          0521                                341.98 ***
OBJ-DETAIL 299                                                             -170.99

ACTIVITY   899                                                         ~~-170.99~~ SUBTOTAL - TAX

SUB-JOB    010 SUBTOTAL                                                   ~~3.25~~

C0262582 011      421      358          0100                               -174.24
OBJ-DETAIL 358                                                             -174.24

ACTIVITY   421                                                             -174.24 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  10-24-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 10/20/90
                      FOR EXPENDITURE ACCOUNT C0262582

                                         CREW   MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----       -------      -----------
C0262582 011     899      299        0100                              231,386.99 ***
OBJ-DETAIL 299                                                         231,386.99

ACTIVITY    899                                                        231,386.99 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                               231,212.75

EA          C0262582 TOTAL                                             232,123.05

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Final Voucher 232,125.85
- 232,123.05
2.80

2.80 has been arbitrarily
added to R/W office Expense

9827 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/27/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-IXG-9326(13)
COMPLETION DATE (Actual) 1/3/85	ACCEPTANCE DATE BY CONRTACT AGENCY 1/9/87	TIME ELAPSED a) 131 b) 113 %	CONTRACT TIME a) 90 Calendar Days b) 180 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 1 (PORTLAND)
N. E. SANDY BLVD.
Grading, Paving, Illumination, Landscaping & Signals

This project provided for (1) constructing mini parks at two locations along Sandy where it intersects with N. E. Hancock and N. E. Tillamook Streets and (2) installing traffic control signals at N. E. 42nd and Sandy Blvd. and at N. E. 42nd Ave. and Hancock St.

The contract was awarded to Stein Contracting Inc. and Terrell Stein on 6/1/84. Work started 6/19/84 and was completed 1/3/85. The contract time overran 28 days on phase "a" and 23 days on phase "b" which resulted in $6,730 liquidated damages being assessed. The final project cost of $232,039 underran the original authorization by 9%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9827

January 29, 1987

CON 5 - #9827

Fidelity & Deposit Company
of Maryland
P.O. Box 489
Portland, OR 97207

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 9827 awarded to Stein Contracting, Inc. & Terrell Stein for work on the Hollywood District Transportation Project (Portland) Unit 1 on NE Sandy Boulevard in Multnomah County.

Final payment on this contract is $1,819.78 and the total contract amount is $210,441.82, including $46.82 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Stein Contracting, Inc.
& Terrell Stein
4902 SE Harvey
Milwaukie, OR 97222

James D. Huegli, Attorney
1211 SW 5th Avenue
Portland, OR 97204

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9827

1859

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9827

TO: Commission Services **DATE:** January 9, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9827, On Site Work Substantially Completed January 3, 1985

All Work Completed December 18, 1986

Project Hollywood District Transportation Project (Unit 1)

Highway FAU 9326 (N.E. Sandy Boulevard)

County Multnomah

Type of Work Grading, Paving, Illumination and Landscaping

Contractor Stein Contracting, Inc. and Terrell Stein

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHD (I W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

XX ☒ FINAL INSPECTION

RECEIVED
STAT.. HWY ENGR
JAN 6'87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Brett Kesterson, City of Portland; Mike Smith, OSHD

DATE OF INSPECTION 12/11/86	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9326(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

NOTED
V. E. SCHWART

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT
PORTLAND (UNIT 1)
FAU 9326 (N. E. SANDY BLVD.)
Grading, Paving, Illumination, Landscape, Signals & Signing

This project provided for the wholesale reconstruction of N. E. Sandy Blvd. from the Banfield Project termini thru N. E. 47th Ave. intersection and an adjacent section of N. E. 42nd Ave. and N. E. Broadway. Construction included roadbed grading, CTB, AC pavement, curbs, sidewalks, permanent signs, illumination, traffic signals and landscaping.

The contract was awarded to Copenhagan Utilities & Const., Inc. on 2/15/85 Work started 3/1/85 and was completed 10/27/85. The landscape establishment period ended 10/31/86.

Significant Price, Agreements, Extra Work Orders, Overruns and Contract Claim:

- A $20,350 P.A. involved filter fabric which was used to stabilize numerous soft spots which were encountered in the subgrade.
- A $3,600 P.A. extended the project limits to allow the paving limits to tie into the completed Banfield project.
- A $37,452 P.A. to establish a traffic signal interconnect which will be tied with the City's central computer. These modifications provided a system that is traffic responsive, has detector logging and remote monitors and is expected to greatly improve signal contol on the project.
- A $9,041 P.A. involved settlement of a contract claim. Pavement removal had not been anticipated by the contractor in his bid item involving utility trench excavation beyond the reconstructed area. Since pavement removal had not been clearly spelled out in the specs, a compromise was reached.
- A $4,480 extra work order involved repairing sidewalk which had cracked excessively last winter due to frost heave. Some cracks still remain in the sidewalk, but were not considered bad enough to necessitate replacement.

- 3/4" aggregate overrun due to the high number of temporary connections which needed to be maintained.

- CTB quantities overrun because the subgrade in some cases needed to be overexcavated.

Overall, project costs overran the original authorization by approximatelty 8%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

9827

7-23-86

[illegible]

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

PAID BY

(For use of Paying Office)

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 2-6-81 TO 12-26-84

FEDERAL AID PROJECT NO.
IX-9326(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
✓ 772	$200,000.00	$200,000.00	85%	$170,000.00	$170,000.00	-0-
✓ 177	20,016.31	20,016.31	85%	17,013.86	17,013.86	-0-
✓ 580	65,000.00	65,000.00	85%	55,250.00	55,250.00	-0-
177	18,343.69	18,343.69	85%	15,592.14	15,592.14	-0-
580	42,314.94	42,314.94	85%	35,967.70	35,967.70	-0-
772	14,924.43	14,577.80	85%	12,391.13	12,391.13	-0-
	$360,599.37	$360,252.74	85%	$306,214.83	$306,214.83	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY OREGON

DATE 7-23-86

SIGNATURE OF AUTHORIZED OFFICIAL CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HOLLYWOOD DISTRICT TRANSPORTATION PROJECT **N.E. SANDY BLVD. (PORTLAND)** **MULTNOMAH COUNTY**					
	Preliminary Engineering **Type code PE**					
	Work by City of Portland (580)	All Required			$ 65,000.00	
	Work by City of Portland (177)	All Required			20,016.31	
	Work by City of Portland (772)	All Required			200,000.00	
	Work by Mitchell & Nelson Assoc. (580)	All Required			42,314.94	
	State (177)	All Required			16,763.63	
	State (772)	All Required			14,144.48	
	Work by Mitchell & Nelson Assoc. (177)	All Required			1,580.06	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$359,819.42**	
	Misc Project Cost					
	Audit Expense (772)	All Required			$ 433.32	
	Total Participating Project Cost				**$360,252.74**	
	Non Participating Project Cost					
	Work by Mitchell & Nelson Assoc. (772)	All Required			$ 150.00	
	Construction Engineering (State)(772)	All Required			196.63	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 346.63**	
	TOTAL PROJECT COST				**$360,599.37**	
	Prepared based on Participating cost as shown on the Federal Billing as of July 17, 1986.					
	AMOUNT CARRIED FORWARD . . .					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 177

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9326-006									
F03635									
AGREEMENT TOTALS	20,016.31	17,013.86	20,016.31	85.00	17,013.86	17,013.86	.00		.00
F03640									
C7261923-031	18,343.69	15,592.14	18,343.69						
AGREEMENT TOTALS	18,343.69	15,592.14	18,343.69	85.00	15,592.14	15,592.14	.00		.00
FED PROJ TOTALS	38,360.00	32,606.00	38,360.00		32,606.00	32,606.00	.00		.00
FEDERAL PROJECT: XIO -9867-009									
F01698									
C09855 -031	599,249.42	509,362.00	599,249.42						
AGREEMENT TOTALS	599,249.42	509,362.00	599,249.42	85.00	509,362.00	509,362.01	.01	B	.00
FED PROJ TOTALS	599,249.42	509,362.00	599,249.42		509,362.00	509,362.01	.01	B	.00
FEDERAL PROJECT: XIO -9883-001									
F04066									
C2261906-021	26,786.98	18,592.00	26,786.98						
AGREEMENT TOTALS	26,786.98	18,592.00	26,786.98	85.00	18,592.00	22,768.93	4,176.93	B	.00
F04379									
C4261950-021	15,705.24	13,349.45	15,705.24						
AGREEMENT TOTALS	15,705.24	13,349.45	15,705.24	85.00	56,158.00	13,349.45	.00		.00
FED PROJ TOTALS	42,492.22	31,941.45	42,492.22		74,750.00	36,118.38	4,176.93	B	.00
APPROP TOTALS	31,222,874.18	24,434,524.12	30,707,372.60		36,217,764.29	26,225,884.12	4,648.85 29,363.77	A B	1,757,347.38

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 580

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9302-003									
F00685									
C09745 -080	15.15	.00	.00						
C09745 -081	24,704.95	21,291.05	24,704.95						
AGREEMENT TOTALS	25,171.52	21,293.15	25,074.07	85.00	21,500.00	21,312.96	.00		19.81
FED PROJ TOTALS	2,341,484.13	1,978,797.15	2,331,840.19		1,979,004.00	1,982,064.16	825.42 2,421.78	A B	19.81
FEDERAL PROJECT: XIO -9326-006									
F02738									
C4261943-021	65,000.00	55,250.00	65,000.00						
AGREEMENT TOTALS	65,000.00	55,250.00	65,000.00	85.00	55,250.00	55,250.00	.00		.00
F03558									
C7261923-021	42,314.94	35,967.70	42,314.94						
AGREEMENT TOTALS	42,314.94	35,967.70	42,314.94	85.00	49,360.13	35,967.70	.00		.00
FED PROJ TOTALS	107,314.94	91,217.70	107,314.94		104,610.13	91,217.70	.00		.00
FEDERAL PROJECT: XIO -9326-008									
F02259									
C09403 -021	134,571.36	114,385.66	134,571.36						
AGREEMENT TOTALS	134,571.36	114,385.66	134,571.36	85.00	114,385.66	114,385.66	.00		.00
FED PROJ TOTALS	134,571.36	114,385.66	134,571.36		114,385.66	114,385.66	.00		.00
FEDERAL PROJECT: XIO -9326-010									
F00783									
C0262582-000	805.24	1.54	805.24						
C0262582-010	170.99-	.00	.00						
C0262582-011	231,386.99	197,198.46	231,386.99						
AGREEMENT TOTALS	232,021.24	197,200.00	232,192.23	85.00	197,200.00	197,363.40	163.40	B	.00
FED PROJ TOTALS	232,021.24	197,200.00	232,192.23		197,200.00	197,363.40	163.40	B	.00
FEDERAL PROJECT: XIO -9326-011									
F02767									

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9326-006									
F02737									
C4261943-011	200,000.00	170,000.00	200,000.00						
AGREEMENT TOTALS	200,000.00	170,000.00	200,000.00	85.00	170,000.00	170,000.00	.00		.00
F03557									
C7261923-010	346.63	.00	.00						
C7261923-011	14,577.80	12,391.13	14,577.80						
AGREEMENT TOTALS	14,924.43	12,391.13	14,577.80	85.00	12,391.13	12,391.13	.00		.00
FED PROJ TOTALS	214,924.43	182,391.13	214,577.80		182,391.13	182,391.13	.00		.00
FEDERAL PROJECT: X10 -9326-008									
F02258									
C09403 -000	7,253.17	1.73	1,303.17						
C09403 -001	714.16	.00	.00						
C09403 -011	336,186.06	288,939.76	342,136.06						
AGREEMENT TOTALS	344,153.39	288,941.49	343,439.23	85.00	288,941.49	291,923.35	2,981.86	B	.00
F02649									
C4261033-011	84,422.00	84,421.85	84,422.00						
AGREEMENT TOTALS	84,422.00	84,421.85	84,422.00	100.00	84,421.85	84,422.00	.15	B	.00
FED PROJ TOTALS	428,575.39	373,363.34	427,861.23		373,363.34	376,345.35	2,982.01	B	.00
FEDERAL PROJECT: X10 -9326-009									
F01812									
C2342537-000	46.77	.01	46.77						
C2342537-010	118.65	.00	.00						
C2342537-011	168,905.09	143,609.07	168,905.09						
AGREEMENT TOTALS	169,070.51	143,609.08	168,951.86	85.00	255,000.00	143,609.08	.00		.00
FED PROJ TOTALS	169,070.51	143,609.08	168,951.86		255,000.00	143,609.08	.00		.00
FEDERAL PROJECT: X10 -9361-005									
F00648									

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 10, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9827

FROM: Bruce M. Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-IXG-9326(13)

Contract 9827, Work Completed January 3, 1985

Project Hollywood District Transportation Project (Unit 1)

Highway FAU 9326 (N. E. Sandy Blvd.)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 25, 1986

G. K. H
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR

JUN 17 '86

REFER TO Fredrickson
FOR

Info	Invest	R/D	J/R	Sign	Act	File

Orig. to
6/18

BMW:kdel

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
APR 11 1986

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 4, 1986

In Reply Refer To
File No.:

VIC RHODES
City of Portland
Office of Transportation
1120 S.W. Fifth Avenue
Portland, OR 97204

79-71
726-1953

Subject: Hollywood District Improvements
N.E. Sandy, 37th-47th

The current estimates for the subject project reveal a shortfall of $165,518 federal funds when compared with the amount authorized through MSD. We have attached for your information a worksheet showing the funding requirements for PE, R/W, and construction. Please contact MSD and make the adjustments necessary to correct this deficiency.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ted Spence
Andy Cotugno
~~Gary~~ Zehner

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 5 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Date 28 Jan 86 Plan File # 79-71

Prepared By gsmith MSD # 28

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME Hollywood Dist Improvement

Section N.E. Sandy 37th-47th Highway Area St. Portland

Jurisdiction

Type of Federal Funds: FAIX ✓ FAU ___ Other

Financial Sponsor

	MSD AUTHORIZATIONS FED. $ (MSD Report # 96) 1/86	ESTIMATED COST FED. $ (Date of Est 1/86)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	319,608	319,608	0
R/W	197,200	197,200	0
Const.	2,617,738	2,582,713	+35,025
Reserve	-200,543		-200,543
Total	2,943,003	3,099,521	-165,518

TOTAL ADDITIONAL FUNDS NEEDED: 165,518

COMMENTS:

RECOMMENDED MSD ACTION:

7827

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 17, 1985

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:
Hollywood Dist. Transportation Project (Portland) Unit 1

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the supplemental order to cover the overrun in the cost as requested in Mr. Fredrickson's letter of 12-16-85 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 3 Supplemental is approved to a TEC of $765.19; Federal Funds $650.00.

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO Potter
FOR

Orig. to
1/2

14. DATE 12/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 11, 1985

CON 5
#9827

Schwabe, Williamson, Wyatt, Moore & Roberts
Attorneys at Law
1211 S. W. Fifth Ave., Suites 1600-1800
Portland, OR 97204-1082

Attention: James D. Huegli

We have received your letter dated November 21, 1985, and Assignment of Claim form requesting that all further funds on Contract No. 9827 be paid directly to your office, and payable to Fidelity and Deposit Company of Maryland.

Our Legal Office has approved this assignment and we are instructing our Accounting Office to make future payments as you requested in the assignment.

Robert W. Gormsen
COMMISSION SERVICES

cc: Stein Contracting, Inc. & Terrell Stein
4902 S. E. Harvey
Milwaukie, OR 97222

Fidelity & Deposit Co. of Maryland
Suite 1201
500 N.E. Multnomah
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Bruce Walton
Jan Peterson
Ed Hardt

NOTED ON CARD
12/11/85
mb

FKN/mab

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

JAMES D. HUEGLI
(503) 796-2913

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

November 21, 1985

Robert W. Gormsen
Commission Services
Transportation Building
Salem OR 97310

Re: CON 5 #9827
Stein Contracting - Tice Electric

Dear Mr. Gormsen:

Please find enclosed the Assignment of Claim signed by Mr. Stein. We would appreciate all further contract funds being paid directly to this office made payable to Fidelity & Deposit Company of Maryland.

Very truly yours,

James D. Huegli

lr
Encl.
cc: John Downes

RECEIVED
NOV 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20007 • THE FLOUR MILL, SUITE 302 • 1000 POTOMAC ST. N.W. • (202) 965-6300
SEATTLE, WASHINGTON 98171 • PEOPLES NATIONAL BANK BUILDING • SUITE 900 • 1415 FIFTH AVENUE • (206) 621-9168

ASSIGNMENT OF CLAIM

Contract No.: 9827

FOR THE CONSIDERATION OF ALL REMAINING CONTRACT FUNDS ON THIS PROJECT TOGETHER WITH RETAINAGE ($) Dollars, to the undersigned paid, Stein Contracting, Inc. hereby sell, assign and transfer the within claim for all contract proceeds involving work on the Hollywood Transportation Project (Portland), Unit 1,

to Fidelity & Deposit Co. of Maryland and authorize and empower said surety to act as agent for contractor, Stein Contracting, Inc. and in their name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 20 day of November, 1985

Executed in the presence of us as witnesses:

CONTRACTOR

SURETY

734-1204(1-84)

OK'd by Dale Hermann in Legal

RECEIVED
NOV 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9827

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO:	Ted Spence Metro Region
	ORIGINAL SIGNED BY GARY A. POTTER
DATE:	December 9, 1985
FROM:	Gary A. Potter, Manager Program Section
SUBJECT:	Request for Additional Federal Funds Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-IXG-9326(14), Hollywood District Transportation Project Unit 2, in the amount shown:

Current Obligation	Present Estimate	Increase
$ 2,225,844.00	$ 2,377,993.00	$152,149.00

Please arrange for updating of MSD's records to show this change. This project is one of several under "Hollywood District Improvements (NE Sandy Blvd.-37th to 47th)" in MSD's TIP.

RLC:bkb
Attachment
cc: G. Zehner, (w/attach.)
W. Schulte, Metro (w/attach.)
General Files

81-125-1307

Gary Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 9, 1985

FEDERAL AID PROJECT NO. IX-IXG-9326(14)

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 2
SANDY BLVD.
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "S2" 0+11.70 TO STA. "S" 28+15.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
3/4"-0 Aggregate Base	$ 17.50	1,200	$21,000.00	2,352	$41,160.00
Cement Treated Base Mixture	11.50	12,800	147,200.00	14,445	166,117.50
Class C Asphalt Concrete Mixture	22.70	6,910	156,857.00	8,255	187,388.50
Asphalt Cement in Mixture	180.25	398	71,739.50	440	79,310.00
Concrete Walks	15.65	7,280	113,932.00	7,746	121,224.90
			$510,728.50		$595,200.90

Increase	$ 84,472.40
Subtotal from estimate of Feb. 25, 1985	1,350,625.65
Subtotal	$1,435,098.05
Engineering	215,263.95
Total	$1,650,362.00

TYPE CODE Y030
ILLUMINATION

Subtotal from estimate of Feb. 25, 1985	$ 110,534.00
Engineering	16,580.00
Total	$ 127,114.00

TYPE CODE Y031
TRAFFIC SIGNAL (11 LOCATION)

Subtotal from estimate of Feb. 25, 1985	$ 428,789.00
Engineering	64,318.00
Total	$ 493,107.00

TYPE CODE Y003
LANDSCAPING

Furnishing and Planting Deciduous Trees	140.00	236	33,040.00	258	36,120.00
Rectangular Tree Grate	650.00	146	94,900.00	159	103,350.00
Square Tree Grate	415.00	70	29,050.00	79	32,785.00
Irrigation Service Bop	0.68	---		---	5,313.00
			$156,990.00		$177,568.00

Increase	$ 20,578.00
Subtotal from estimate of Feb. 25, 1985	258,370.90
Subtotal	$ 278,948.90
Engineering	41,842.10
Total	$ 320,791.00

Length of Roadway	0.531 mi.
Cost of Roadway Per Mile	$3,108,026.37

RETAIN IN RESERVE

Permanent Signing (City)	All Required	$ 21,200.00
Asphalt Cement Adjustment	All Required	10,800.00
Adjust and Install Water Facilities (City)	All Required	39,845.00
Const. Work @ 39th & Tillamook	All Required	30,000.00
Sign Removal 37th & Broadway	All Required	1,000.00
Luminaire Removal	All Required	850.00
	Subtotal	$ 103,695.00
	Engineering	15,554.00
	Total	$ 119,249.00

SUMMARY OF FUNDS

Description	Pro-Rata	Group	Total Cost	Federal Funds	City Funds
Roadway	85%	031	$ 1,650,362.00	$ 1,402,807.00	$ 247,555.00
Illum.	85%	031	127,114.00	108,046.00	19,068.00
Signals	100%	041	493,107.00	493,107.00	---
Landscape	85%	031	320,791.00	272,672.00	48,119.00
Subtotal			$ 2,591,374.00	$ 2,276,632.00	$ 314,742.00
Reserve	85%		119,249.00	101,361.00	17,888.00
Total			$ 2,710,623.00	$ 2,377,993.00	$ 332,630.00

Group 1 75%; Group 2: 25%
Contract No. 9951
Prefix: 726-1923
Prefix: C09951
Appn Code: 178
RLC:bkb

9827

N

October 21, 1985

Schwabe, Williamson, Wyatt,
Moore & Roberts
Attorneys at Law
Suites 1600-1800, Pacwest Center
1211 S.W. Fifth Avenue
Portland, OR 97204-1082

CON 5
#9827

Attention: James D. Huegli

This will acknowledge your letter of October 9, 1985, on behalf of Fidelity and Deposit Company of Maryland requesting that all further contract funds be paid to them as surety concerning a contract with Stein Contracting.

It is our policy that the attached Assignment of Claim form be filled out and signed by the contractor and his surety. Please also indicate on the form the contract number. We assume you are referring to Contract No. 9827 for the Hollywood District Transportation Project in Portland, Unit 1.

When the completed form is returned to us, we can then process your request. Our address is 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:arc

NOTED ON CARD
10-21-85 ac

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

JAMES D. HUEGLI
(503) 796-2913

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

October 9, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Brett Kesterson
Project Manager
City of Portland
1120 SW Fifth, Room 838
Portland, OR 97204

Re: Stein Contracting - Tice Electric v.
Fidelity & Deposit Company of Maryland

Gentlemen:

Please be advised this office represents the interests of Fidelity & Deposit Company of Maryland in the above-stated contract. Please accept this letter on behalf of the surety as notice that no further contract funds are to be paid under this contract without the expressed consent of the surety. Also, please accept this letter as surety's notice that it hereby exerts its rights as surety to all further contract funds in this matter and further exercises its rights under a General Agreement of Indemnity entered into between Fidelity and Deposit Company of Maryland and Stein Contracting, Inc. under date of May 24, 1984, a copy of which is enclosed.

We would specifically call your attention to the Assignment section commencing at line 41. All further contract funds should be paid to Fidelity & Deposit Company of Maryland to the undersigned.

Very truly yours,

James D. Huegli

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JDH:lr
cc: John Downes
Enclosure

Agreement of Indemnit

THIS AGREEMENT of Indemnity, made and entered into this 24th day of May, 1984, by Terrell Stein or Stein Contracting, Inc. or any combination thereof, 4902 S.E. Harvey,
(Insert full name and address of Contractor)
Milwaukie, Oregon 97222 (hereinafter called the Contractor) and
Terrell Stein, Stein Contracting, Inc. and Ninette E. Stein, all of Milwaukie,
(Insert full names and addresses of Indemnitors, if any)
Oregon (hereinafter called the Indemnitors, if any) and
FIDELITY AND DEPOSIT COMPANY OF MARYLAND, Fidelity Building, Charles and Lexington Streets, Baltimore, Maryland 21203, its successors and assigns (hereinafter called Surety),

WITNESSETH:

WHEREAS, the Contractor, in the performance of contracts and the fulfillment of obligations generally, whether in its own name solely or as co-adventurer with others, may desire or be required to give or procure certain surety bonds, undertakings or instruments of guarantee, and to renew, or continue or substitute from time to time the same or new bonds, undertakings or instruments of guarantee with the same or different penalties, and/or conditions, any one or more of which are hereinafter called Bonds; or the Contractor or Indemnitors may request the Surety to refrain from cancelling said Bonds; and

WHEREAS, at the request of the Contractor and the Indemnitors and upon the express understanding that this Agreement of Indemnity be given, the Surety has executed or procured to be executed, and may from time to time hereafter execute or procure to be executed, said Bonds on behalf of the Contractor; and

WHEREAS, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the Bonds or in the Surety's refraining from cancelling said Bonds.

NOW, THEREFORE, in consideration of the premises the Contractor and Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, hereby covenant and agree with the Surety, as follows:

PREMIUMS

FIRST: The Contractor and Indemnitors will pay to the Surety in such manner as may be agreed upon all premiums and charges of the Surety for the Bonds in accordance with its rate filings, its manual of rates, or as otherwise agreed upon, until the Contractor or Indemnitors shall serve evidence satisfactory to the Surety of its discharge or release from the Bonds and all liability by reason thereof.

INDEMNITY

SECOND: The Contractor and Indemnitors shall exonerate, indemnify, and keep indemnified the Surety from and against any and all liability for losses and/or expenses of whatsoever kind or nature (including, but not limited to, interest, court costs and counsel fees) and from and against any and all such losses and/or expenses which the Surety may sustain and incur: (1) By reason of having executed or procured the execution of the Bonds, (2) By reason of the failure of the Contractor or Indemnitors to perform or comply with the covenants and conditions of this Agreement or (3) In enforcing any of the covenants and conditions of this Agreement. Payment by reason of the aforesaid causes shall be made to the Surety by the Contractor and Indemnitors as soon as liability exists or is asserted against the Surety, whether or not the Surety shall have made any payment therefor. Such payment shall be equal to the amount of the reserve set by the Surety. In the event of any payment by the Surety the Contractor and Indemnitors further agree that in any accounting between the Surety and the Contractor, or between the Surety and the Indemnitors, or either or both of them, the Surety shall be entitled to charge for any and all disbursements made by it in good faith in and about the matters herein contemplated by this Agreement under the belief that it is or was liable for the sums and amounts so disbursed, or that it was necessary or expedient to make such disbursements, whether or not such liability, necessity or expediency existed; and that the vouchers or other evidence of any such payments made by the Surety shall be *prima facie* evidence of the fact and amount of the liability to the Surety.

ASSIGNMENT

THIRD: The Contractor, the Indemnitors hereby consenting, will assign, transfer and set over, and does hereby assign, transfer and set over to the Surety, as collateral, to secure the obligations in any and all of the paragraphs of this Agreement and any other indebtedness and liabilities of the Contractor to the Surety, whether heretofore or hereafter incurred, the assignment in the case of each contract to become effective as of the date of the bond covering such contract, but only in the event of (1) any abandonment, forfeiture or breach of any contracts referred to in the Bonds or of any breach of any said Bonds; or (2) of any breach of the provisions of any of the paragraphs of this Agreement; or (3) of a default in discharging such other indebtedness or liabilities when due; or (4) of any assignment by the Contractor for the benefit of creditors, or of the appointment, or of any application for the appointment, of a receiver or trustee for the Contractor whether insolvent or not; or (5) of any proceeding which deprives the Contractor of the use of any of the machinery, equipment, plant, tools or material referred to in section (b) of this paragraph; or (6) of the Contractor's dying, absconding, disappearing, incompetency, being convicted of a felony, or imprisoned if the Contractor be an individual: (a) All the rights of the Contractor in, and growing in any manner out of, all contracts referred to in the Bonds, or in, or growing in any manner out of the Bonds; (b) All the rights, title and interest of the Contractor in and to all machinery, equipment, plant, tools and materials which are now, or may hereafter be, about or upon the site or sites of any and all of the contractual work referred to in the Bonds or elsewhere, including materials purchased for or chargeable to any and all contracts referred to in the bonds, materials which may be in process of construction, in storage elsewhere, or in transportation to any and all of said sites; (c) All the rights, title and interest of the Contractor in and to all subcontracts let or to be let in connection with any and all contracts referred to in the Bonds, and in and to all surety bonds supporting such subcontracts; (d) All actions, causes of actions, claims and demands whatsoever which the Contractor may have or acquire against any subcontractor, laborer or

Terrell Stein, Stein Contracting, Inc. and Ninette E. Stein, all of Milwaukie,
(Insert full names and addresses of Indemnitors, if any)
Oregon (hereinafter called the Indemnitors, if any) and Fidelity and Deposit Company of Maryland, Fidelity Building, Charles and Lexington Streets, Baltimore, Maryland 21203, its successors and assigns (hereinafter called Surety),

WITNESSETH:

Whereas, the Contractor, in the performance of contracts and the fulfillment of obligations generally, whether in its own name solely or as co-adventurer with others, may desire or be required to give or procure certain surety bonds, undertakings or instruments of guarantee, and to renew, or continue or substitute from time to time the same or new bonds, undertakings or instruments of guarantee with the same or different penalties, and/or conditions, any one or more of which are hereinafter called Bonds; or the Contractor or Indemnitors may request the Surety to refrain from cancelling said Bonds; and

Whereas, at the request of the Contractor and the Indemnitors and upon the express understanding that this Agreement of Indemnity be given, the Surety has executed or procured to be executed, and may from time to time hereafter execute or procure to be executed, said Bonds on behalf of the Contractor; and

Whereas, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the Bonds or in the Surety's refraining from cancelling said Bonds.

Now, Therefore, in consideration of the premises the Contractor and Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, hereby covenant and agree with the Surety, as follows:

PREMIUMS

First: The Contractor and Indemnitors will pay to the Surety in such manner as may be agreed upon all premiums and charges of the Surety for the Bonds in accordance with its rate filings, its manual of rates, or as otherwise agreed upon, until the Contractor or Indemnitors shall serve evidence satisfactory to the Surety of its discharge or release from the Bonds and all liability by reason thereof.

INDEMNITY

Second: The Contractor and Indemnitors shall exonerate, indemnify, and keep indemnified the Surety from and against any and all liability for losses and/or expenses of whatsoever kind or nature (including, but not limited to, interest, court costs and counsel fees) and from and against any and all such losses and/or expenses which the Surety may sustain and incur: (1) By reason of having executed or procured the execution of the Bonds, (2) By reason of the failure of the Contractor or Indemnitors to perform or comply with the covenants and conditions of this Agreement or (3) In enforcing any of the covenants and conditions of this Agreement. Payment by reason of the aforesaid causes shall be made to the Surety by the Contractor and Indemnitors as soon as liability exists or is asserted against the Surety, whether or not the Surety shall have made any payment therefor. Such payment shall be equal to the amount of the reserve set by the Surety. In the event of any payment by the Surety the Contractor and Indemnitors further agree that in any accounting between the Surety and the Contractor, or between the Surety and the Indemnitors, or either or both of them, the Surety shall be entitled to charge for any and all disbursements made by it in good faith in and about the matters herein contemplated by this Agreement under the belief that it is or was liable for the sums and amounts so disbursed, or that it was necessary or expedient to make such disbursements, whether or not such liability, necessity or expediency existed; and that the vouchers or other evidence of any such payments made by the Surety shall be *prima facie* evidence of the fact and amount of the liability to the Surety.

ASSIGNMENT

Third: The Contractor, the Indemnitors hereby consenting, will assign, transfer and set over, and does hereby assign, transfer and set over to the Surety, as collateral, to secure the obligations in any and all of the paragraphs of this Agreement and any other indebtedness and liabilities of the Contractor to the Surety, whether heretofore or hereafter incurred, the assignment in the case of each contract to become effective as of the date of the bond covering such contract, but only in the event of (1) any abandonment, forfeiture or breach of any contracts referred to in the Bonds or of any breach of any said Bonds; or (2) of any breach of the provisions of any of the paragraphs of this Agreement; or (3) of a default in discharging such other indebtedness or liabilities when due; or (4) of any assignment by the Contractor for the benefit of creditors, or of the appointment, or of any application for the appointment, of a receiver or trustee for the Contractor whether insolvent or not; or (5) of any proceeding which deprives the Contractor of the use of any of the machinery, equipment, plant, tools or material referred to in section (b) of this paragraph; or (6) of the Contractor's dying, absconding, disappearing, incompetency, being convicted of a felony, or imprisoned if the Contractor be an individual: (a) All the rights of the Contractor in, and growing in any manner out of, all contracts referred to in the Bonds, or in, or growing in any manner out of the Bonds; (b) All the rights, title and interest of the Contractor in and to all machinery, equipment, plant, tools and materials which are now, or may hereafter be, about or upon the site or sites of any and all of the contractual work referred to in the Bonds or elsewhere, including materials purchased for or chargeable to any and all contracts referred to in the bonds, materials which may be in process of construction, in storage elsewhere, or in transportation to any and all of said sites; (c) All the rights, title and interest of the Contractor in and to all subcontracts let or to be let in connection with any and all contracts referred to in the Bonds, and in and to all surety bonds supporting such subcontracts; (d) All actions, causes of actions, claims and demands whatsoever which the Contractor may have or acquire against any subcontractor, laborer or materialman, or any person furnishing or agreeing to furnish or supply labor, material, supplies, machinery, tools or other equipment in connection with or on account of any and all contracts referred to in the Bonds; and against any surety or sureties of any subcontractor, laborer, or materialman; (e) Any and all percentages retained and any and all sums that may be due or hereafter become due on account of any and all contracts referred to in the Bonds and all other contracts whether bonded or not in which the Contractor has an interest.

SURETIES

FOURTEENTH: In the event Surety procures the execution of the B by other sureties, or executes the Bonds with co-sureties, or reinsures any portion of said Bonds with reinsuring sureties, then all the terms and conditions of this Agreement shall inure to the benefit of such other sureties, co-sureties and reinsuring sureties, as their interests may appear.

SUITS

FIFTEENTH: Separate suits may be brought hereunder as causes of action accrue, and the bringing of suit or the recovery of judgment upon any cause of action shall not prejudice or bar the bringing of other suits upon other causes of action, whether theretofore or thereafter arising.

OTHER INDEMNITY

SIXTEENTH: That the Contractor and the Indemnitors shall continue to remain bound under the terms of this Agreement even though the Surety may have from time to time heretofore or hereafter, with or without notice to or knowledge of the Contractor and the Indemnitors, accepted or released other agreements of indemnity or collateral in connection with the execution or procurement of said Bonds, from the Contractor or Indemnitors or others, it being expressly understood and agreed by the Contractor and the Indemnitors that any and all other rights which the Surety may have or acquire against the Contractor and the Indemnitors and /or others under any such other or additional agreements of indemnity or collateral shall be in addition to, and not in lieu of, the rights afforded the Surety under this Agreement.

INVALIDITY

SEVENTEENTH: In case any of the parties mentioned in this Agreement fail to execute the same, or in case the execution hereof by any of the parties be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this Agreement or the liability hereunder of any of the parties executing the same, but each and every party so executing shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. It is understood and agreed by the Contractor and Indemnitors that the rights, powers, and remedies given the Surety under this Agreement shall be and are in addition to, and not in lieu of, any and all other rights, powers, and remedies which the Surety may have or acquire against the Contractor and Indemnitors or others whether by the terms of any other agreement or by operation of law or otherwise.

ATTORNEY IN FACT

EIGHTEENTH: The Contractor and Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety as their attorney-in-fact with the right, but not the obligation, to exercise all of the rights of the Contractor and Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Contractor and Indemnitors to make, execute, and deliver any and all additional or other assignments, documents or papers deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Contractor and Indemnitors hereby ratify and confirm all acts and actions taken and done by the Surety as such attorney-in fact.

TERMINATION

NINETEENTH: This Agreement may be terminated by the Contractor or Indemnitors upon twenty days' written notice sent by registered mail to the Surety at its home office at Fidelity Building, Charles and Lexington Streets, Baltimore, Maryland 21203, but any such notice of termination shall not operate to modify, bar, or discharge the Contractor or the Indemnitors as to the Bonds that may have been theretofore executed.

TWENTIETH: This Agreement may not be changed or modified orally. No change or modification shall be effective unless made by written endorsement executed to form a part hereof.

TWENTY-FIRST: ______________________________

____

____

IN WITNESS WHEREOF, we have signed and sealed the day and year first above written.

ATTEST OR WITNESS:

By: ______________________________
Terrell Stein, Secretary

STEIN CONTRACTING, INC., as Contractor & Indemnitor
(Full Name and Address of Contractor) 14
4902 S.E. Harvey
Milwaukie, Oregon 97222

By: Ninette E. Stein ______________________________(SEAL)
Ninette E. Stein, President

INDEMNITORS:

By: ______________________________(SEAL)
(Full Name and Address of Indemnitor)
Terrell Stein, as Contractor & Indemnitor

____

By: Ninette E. Stein ______________________________(SEAL)
(Full Name and Address of Indemnitor)
Ninette E. Stein

____

______________________________(SEAL)
(Full Name and Address of Indemnitor)

____

causes of action, whether theretofore or thereafter arising.

OTHER INDEMNITY

SIXTEENTH: That the Contractor and the Indemnitors shall continue to remain bound under the terms of this Agreement even though the Surety may have from time to time heretofore or hereafter, with or without notice to or knowledge of the Contractor and the Indemnitors, accepted or released other agreements of indemnity or collateral in connection with the execution or procurement of said Bonds, from the Contractor or Indemnitors or others, it being expressly understood and agreed by the Contractor and the Indemnitors that any and all other rights which the Surety may have or acquire against the Contractor and the Indemnitors and /or others under any such other or additional agreements of indemnity or collateral shall be in addition to, and not in lieu of, the rights afforded the Surety under this Agreement.

INVALIDITY

SEVENTEENTH: In case any of the parties mentioned in this Agreement fail to execute the same, or in case the execution hereof by any of the parties be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this Agreement or the liability hereunder of any of the parties executing the same, but each and every party so executing shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. It is understood and agreed by the Contractor and Indemnitors that the rights, powers, and remedies given the Surety under this Agreement shall be and are in addition to, and not in lieu of, any and all other rights, powers, and remedies which the Surety may have or acquire against the Contractor and Indemnitors or others whether by the terms of any other agreement or by operation of law or otherwise.

ATTORNEY IN FACT

EIGHTEENTH: The Contractor and Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety as their attorney-in-fact with the right, but not the obligation, to exercise all of the rights of the Contractor and Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Contractor and Indemnitors to make, execute, and deliver any and all additional or other assignments, documents or papers deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Contractor and Indemnitors hereby ratify and confirm all acts and actions taken and done by the Surety as such attorney-in fact.

TERMINATION

NINETEENTH: This Agreement may be terminated by the Contractor or Indemnitors upon twenty days' written notice sent by registered mail to the Surety at its home office at Fidelity Building, Charles and Lexington Streets, Baltimore, Maryland 21203, but any such notice of termination shall not operate to modify, bar, or discharge the Contractor or the Indemnitors as to the Bonds that may have been theretofore executed.

TWENTIETH: This Agreement may not be changed or modified orally. No change or modification shall be effective unless made by written endorsement executed to form a part hereof.

TWENTY-FIRST:____

____

____

IN WITNESS WHEREOF, we have signed and sealed the day and year first above written.

ATTEST OR WITNESS:

By: ____________________
Terrell Stein, Secretary

____

____

____

____

STEIN CONTRACTING, INC., as Contractor & Indemnitor
(Full Name and Address of Contractor)
4902 S.E. Harvey
Milwaukie, Oregon 97222

By: Ninette E. Stein ____________________(SEAL)
Ninette E. Stein, President

INDEMNITORS:

By: ____________________(SEAL)
(Full Name and Address of Indemnitor)
Terrell Stein, as Contractor & Indemnitor

____

By: Ninette E. Stein ____________________(SEAL)
(Full Name and Address of Indemnitor)
Ninette E. Stein

____

____________________(SEAL)
(Full Name and Address of Indemnitor)

____

FIDELITY AND DEPOSIT COMPANY OF MARYLAND
(Surety)

____
Assistant Secretary

By____________________(SEAL)
Vice-President

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

For Acknowledgement of Contractor's Signature

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this 24th day of May, 19 84, before me, the subscriber, personally appeared Terrell Stein to me personally known, and known by me to be the person described in, and who executed, the foregoing instrument and acknowledged same to be his act and deed.

My Commission Expires 11/13/86

Lynette S Harris
(Notary Public)

PARTNERSHIP ACKNOWLEDGMENT

STATE OF
COUNTY OF } ss:

On this day of , 19 , before me personally appeared

a member of the co-partnership of
to me known and known to me to be the person who is described in and who executed the foregoing instrument, and acknowledged to me that he executed the same as and for the act and deed of the said co-partnership.

My Commission Expires

(Notary Public)

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this 24th day of May, 1984, before me, the subscriber, personally appeared Ninette E. Stein (Insert here name of officer who signs for the corporation) to me personally known, who, being duly sworn, did depose and say that he resides in the city of Milwaukie, Oregon, that he is the President of Stein Contracting, Inc. the corporation described in, and which executed, the within instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the deponent further said that he is acquainted with Terrell Stein (Insert here name of officer who attests for corporation), and knows that he is the Secretary of said corporation and that he subscribed his name to the within instrument by a like order of the said Board of Directors.

My Commission Expires 11/13/86

Lynette S Harris
(Notary Public)

For Acknowledgement of Indemnitors' Signatures

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Multnomah } ss:

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(Notary Public)

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COUNTY OF } ss:

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My Commission Expires 11/13/86 Lynette S Harris (Notary Public)

For Acknowledgement of Indemnitors' Signatures

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My Commission Expires 11/13/86 Lynette S Harris (Notary Public)

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My Commission Expires (Notary Public)

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My Commission Expires 11/13/86 Lynette S Harris (Notary Public)

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

JAMES D. HUEGLI
(503) 796-2913

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

October 14, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Brett Kesterson
Project Manager
City of Portland
1120 SW Fifth, Room 838
Portland, OR 97204

Re: Stein Contracting - Tice Electric
vs. Fidelity & Deposit Co. of Maryland

Gentlemen:

As I indicated to you, this office represents Fidelity & Deposit Company of Maryland. Please accept this letter as notification that the entire claim and bill of Tice Electric will be paid by the surety and therefore no retention should be paid to Tice Electric.

Very truly yours,

James D. Huegli

JDH:lr
cc: John Downes

Bob called them -
Req. assign
of
claims
form

RECEIVED
OCT 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20007 • THE FLOUR MILL, SUITE 302 • 1000 POTOMAC ST. N.W. • (202) 965-6300
SEATTLE, WASHINGTON 98171 • PEOPLES NATIONAL BANK BUILDING • SUITE 900 • 1415 FIFTH AVENUE • (206) 621-9168

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
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October 11, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Brett Kesterson
Project Manager
City of Portland
1120 SW Fifth, Room 838
Portland, OR 97204

Re: Stein Contracting - Tice Electric
vs. Fidelity & Deposit Co. of Maryland

Gentlemen:

Please find enclosed a formal assignment of contract proceeds which we would ask be honored on behalf of the surety. The final retainage in this matter should be sent to the undersigned.

Very truly yours,

James D. Huegli

JDH:lr
cc: John Downes

no enclosure

RECEIVED
OCT 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9827

N

STATE COPY

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-25 PROJECT REPORT NUMBER MODIFICATION NUMBER .1	U.S. Department of Transportation Federal Highway Administration **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-26-85	Form Approved: O M B No. 04-R2089 State: Oregon County: Multnomah Project Number: IX-IXG 9326(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 22, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 254,226	$ 272,801
Federal funds	$ 223,957	$ 239,745
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

xxBy For: E.S. Hunter

Acting State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1985

FEDERAL AID PROJECT NO. IX-IXG-9326(13)

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 1
N.E. SANDY BLVD.
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y108
TRANSIT PASSENGER FACILITIES

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Walks	$ 19.00	218.45	$ 4,150.55	1,196.035	$ 22,724.67
			$ 4,150.55		$ 22,724.67

Increase	$ 18,574.12
Subtotal from Estimate of June 18, 1984	153,838.00
Subtotal	$ 172,412.12
Engineering	20,768.88
Total	$ 193,181.00

TYPE CODE Y031
TRAFFIC SIGNALS (2)

Total as on Estimate of June 18, 1984 $ 52,437.00

Length of Project 0.0 mi.

RETAIN IN RESERVE

Total as on Estimate of June 18, 1984 $ 27,183.00

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	City Funds
Y108 IX	85%	$ 193,181.00	$ 164,203.00	$ 28,978.00
Y031 IXG	100%	52,437.00	52,437.00	---
Subtotal		$ 245,618.00	$ 216,640.00	$ 28,978.00
Reserve	85%	27,183.00	23,105.00	4,078.00
TOTAL		$ 272,801.00	$ 239,745.00	$ 33,056.00

Group 1 73% Group 2 27%
Contract No. 9827
Prefix: 726-1923 P.E.
Prefix: C09827

RLC:bkb

9827

STATE COPY

TO BE COMPLETED BY FHWA 6-364	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-22-84	STATE Oregon COUNTY Multnomah PROJECT NO. IX-IXG-9326(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 BUS. Hollywood District Transportation Project Unit 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
52,437	52,437	100%
$ 201,789	$ 171,520	85%

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 22 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 18, 1984

FEDERAL AID PROJECT NO. IX-IXG-9326(13)

HOLLYWOOD DISTRICT TRANSPORTATION PROJECT UNIT 1
N.E. SANDY BLVD.
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y108
TRANSIT PASSENGER FACILITIES

Mobilization	Lump Sum	All	--	$ 8,042.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	1,800.00
Temporary Signs	Sq. Ft.	517	10.00	5,170.00
Temporary Barricades - Type III	Each	2	50.00	100.00
Temporary Concrete Barrier	Lin. Ft.	525	12.00	6,300.00
Temporary Plastic Safety Markers	Each	8	30.00	240.00
Flaggers	Hour	200	16.00	3,200.00
Temporary Amber Flasher	Each	14	320.00	4,480.00
Temporary Wooden Walk	Lin. Ft.	105	25.00	2,625.00
Removal of Curbs	Lin. Ft.	658	3.00	1,974.00
Removal of Inlets	Each	2	100.00	200.00
Removal of Pavement	Sq. Yd.	982	7.00	6,874.00
Removal of Walks and Driveways	Sq. Yd.	582	6.00	3,492.00
Embankment in Place	Cu. Yd.	459	8.00	3,672.00
Furnishing and Placing Topsoil	Lump Sum	All	--	900.00
3/4"-0 Aggregate Base, 4" Thick	Sq. Yd.	71	10.00	710.00
1"-0 Aggregate Base	Ton	107	15.00	1,605.00
Cement Treated Base Mixture	Ton	41	40.00	1,640.00
Class B Asphalt Concrete Mixture	Ton	34	50.00	1,700.00
Class C Asphalt Concrete Mixture	Ton	31	42.00	1,302.00
8-inch Sewer Pipe	Lin. Ft.	162	25.00	4,050.00
Extra Pipe Under Pavement	Lin. Ft.	162	15.00	2,430.00
Concrete Inlets, Type P	Each	4	500.00	2,000.00
Concrete Walks	Sq. Yd.	257	19.00	4,883.00
Concrete Driveway	Sq. Yd.	37	21.00	777.00
Concrete Stairs	Lin. Ft.	6	60.00	360.00
Stamped Concrete Surfacing	Sq. Yd.	1,105	21.00	23,205.00
Concrete Curb, Type A	Lin. Ft.	589	7.00	4,123.00
Concrete Curb, Type C	Lin. Ft.	182	4.50	819.00
Asphalt Driveways	Sq. Yd.	71	6.00	426.00
Removal of Existing Sign				

Installations	Lump Sum	All	500.00	500.00
Furnishing and Planting Conifer Trees	Each	10	125.00	1,250.00
Furnishing and Planting Deciduous Trees	Each	20	225.00	4,500.00
Furnishing and Planting Shrubs	Each	86	10.00	860.00
Furnishing and Planting Ground Cover	Each	264	1.00	264.00
Soil Conditioner	Lump Sum	All	--	310.00
Bark Mulch	Lump Sum	All	--	310.00
Irrigation System	Lump Sum	All	--	5,700.00
Round Tree Grates	Each	14	450.00	6,300.00
Square Tree Grates	Each	3	525.00	1,575.00
Precast Concrete Planter	Each	23	460.00	10,580.00
Pole Foundations	Lump Sum	All	--	5,100.00
Roadway Lighting Pole and Arms	Lump Sum	All	--	6,100.00
Luminaires and Ballasts	Lump Sum	All	--	1,550.00
Switching, Conduits, Wiring, Lamps, etc.	Lump Sum	All	--	1,600.00
Bench	Each	10	600.00	6,000.00
Litter Receptacles	Each	4	460.00	1,840.00
Racks, Bicycle	Each	2	125.00	250.00
				$ 153,688.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 150.00
	Subtotal	$ 153,838.00
	Engineering	20,768.00
	Total	$ 174,606.00

TYPE CODE Y031

Traffic Signals (2)

Traffic Signal Installation Complete	Lump Sum	All	--	$ 45,000.00

ANTICIPATED ITEMS

Signal Controller Testing	All	1,200.00
	Subtotal	$ 46,200.00
	Engineering	6,237.00
	Total	$ 52,437.00

Length of Project ---------------- 0.0 mile

RETAIN IN RESERVE

Permanent Signing	All	$ 525.00
City of Portland (Water Bureau)	All	12,800.00
Maintenance Tools For Stamped Concrete	All	625.00
Soil and Shrubs for Planters	All	10,000.00
	Subtotal	$ 23,950.00
	Engineering	3,233.00
	Total	$ 27,183.00

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	City Funds
Y108 IX	85%	$ 174,606.00	$ 148,415.00	$ 26,191.00
Y031 IXG	100%	52,437.00	52,437.00	--
Subtotal		$ 227,043.00	$ 200,852.00	$ 26,191.00
Reserve	85%	27,183.00	23,105.00	4,078.00
Total		$ 254,226.00	$ 223,957.00	$ 30,269.00

Group 1: 73% Group 2: 27%
Contract No. 9827
Prefix: 726-1923 P.E.
326-1072

9827 CL 1985-0123

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 15 1985
BARBARA ROBERTS
SECRETARY OF STATE

August 12, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9827

Miller, Nash, Wiener, Hager and Carlsen
Attorneys and Counselors at Law
Attention: John Bakkensen
111 S. W. Fifth Avenue
Portland, OR 97204-3699

This will acknowledge your letter of July 15, 1985, with attached Notice of Claim from Tice Electric Company, concerning the following Highway Division Contract:

FILED BY:	Tice Electric Company
FOR:	Labor and Materials
AMOUNT:	$34,840.47 together with interest theron at rate of 12% per annum from 2-20-85
AGAINST (Prime contractor)	Stein Contracting, Inc. and Terrell Stein
CONTRACT NO.:	9827
PROJECT:	Hollywood District Transportation Project (Portland) Unit 1
AGENT:	Corroon and Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Stein Contracting, Inc.
4902 S. E. Harvey
Milwaukie, OR 97222

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N. E. Multnomah
Portland, OR 97232

Fidelity & Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9-17-85 02

RECEIVED
AUG 19 1985
COMMISSION
DEPARTMENT OF TRANSP

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DAVID W. MORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS R. RAWLINSON
DONNA M. CAMERON
JOHN J. DEMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD R. BOURGEOIS

TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

MARK A. ANDERSON
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
RECE BLY
HARRY U. BROD
DAVID W. BROWN
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
KATHRYN D. FEWELL
MARGARET FIORINO
C. EDWARD FLETCHER, II
JONATHON L. GOODLING
DAVID M. GROGAN
LOUIS G. HENRY
DAVID W. HERCHER

GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL
ERICH W. MERRILL, JR.
R. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JOHN F. PURCELL
MAUREEN R. SLOANE
W. WELLS TALMADGE
JEFFREY C. THEDE
VALERIE VETTERICK
WILLIAM H. WALTERS
REBECCA S. WILSON
DAVID WU

July 15, 1985

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Claim by Tice Electric Company
State Highway Contract No. 9827
with Stein Contracting, Inc.

Gentlemen:

I enclose for filing notice of claim by Tice Electric Company against the bond furnished by Stein Contracting, Inc., and Terrell Stein on the subject contract. The enclosed letter from Tice Electric Company constitutes formal notice of claim under ORS 279.526-528.

Very truly yours,

John R. Bakkensen

cc: Secretary of State
Stein Contracting, Inc.
Tice Electric Company

CERTIFIED
P 319 688 270
MAIL

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TICE ELECTRIC ELECTRICAL CONTRACTORS

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Claim by Tice Electric Company
State Highway Contract No. 9827
with Stein Contracting, Inc.

Gentlemen:

Notice is hereby given that the undersigned Tice Electric Company ("Tice") has a claim for labor and electrical materials furnished pursuant to a written contract with Stein Contracting, Inc., dated June 19, 1984, and a purchase order of the same date (copies enclosed) in the sum of $34,840.47 together with interest thereon at the rate of 12 percent per annum from February 20, 1985. The claim is against the bond taken from Stein Contracting, Inc., and Terrell Stein as principals and Fidelity and Deposit Company of Maryland as surety relating to contract No. 9827 for work on the Hollywood District Transportation Project (Portland), Unit 1.

Very truly yours,

TICE ELECTRIC COMPANY

By ______________________
Jack McKinnon, President

cc: Secretary of State

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2139 S.E. Belmont • Portland, OR 97214 • (503) 233-8801

THIS AGREEMENT, made and entered into this 19th day of June, 1984 by and between STEIN CONTRACTING, INC, party of the first part, and TICE ELECTRIC CO., party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part, did, under date of June 6, 1984, enter into a contract with the State of Oregon through its DEPARTMENT OF TRANSPORTATION for the construction of the following described work, to wit:

which said contract is known and designated as State Highway Contract ✓ No. 9827, and which said contract, insofar as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings, and regulations governing State Highway construction prjects, it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway ✓ Contract No. 9827 for which the said first party is principal contractor.

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

AS PER your quotation and Plans and Specifications:

Bid Item 32. Pole Foundations
Bid Item 33. Roadway Poles & Arms
Bid Item 34. Luminaires, Lamps & Ballasts
Bid Item 35. Switching, Conduits & Wiring
Bid Item 36. Traffic Signals
Bid Item 43. Irrigation System Electrical Only

Approximate Total....................................$ 44,755.00

This statement to appear on subcontractor's purchase order to Vendor who is supplying materials costing in excess of $10,000.00:

> "Materials covered by this purchase order will be used in the performance of a contract subject to the Presidential Executive Order 11246 and Section VII of the Civil Rights Act of 1964. Vendor is required to comply with the regulations and orders authorized thereby."

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the Plans and Specifications therefore, and that each and every requirement of the said Contract No. 9827 governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation, or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 19th day of June, 1984.

The attached Addendum is by this reference incorporated herein.

STEIN CONTRACTING, INC.

Ninette E. Stein
By Ninette E. Stein

Its President
Party of the First Part

TICE ELECTRIC CO.

By G. S. Gregersen

Its Vice President
Party of the Second Part

ADDENDUM TO SUBCONTRACT BETWEEN STEIN CONTRACTING, INC, AS CONTRACTOR, AND TICE ELECTRIC, AS SUBCONTRACTOR CONCERNING HOLLYWOOD DISTRICT TRANSPORTATION PROJECT, UNIT 1

Notwithstanding the terms of the printed form of Subcontract to the contrary, the parties agree as follows:

1. (a) It is agreed that Contractor will pay Subcontractor within ten (10) days upon payment to Contractor by Owner in respect to certificates upon account of Subcontractor's work hereunder or materials delivered and suitably stored at the jobsite. The amount of such payment shall be equal to the percentage of completion certified by the Owner or his authorized agent for the work of Subcontractor or materials delivered, less retainage, and allowed to Contractor on account of Subcontractor's work.

(b) Payment to Subcontractor for such work performed or materials delivered shall be made to Subcontractor at the time it is otherwise due, even in the event Contractor fails to receive the appropriate certificate or otherwise fails to receive its payment for such work or materials so long as such failure is not the fault of Subcontractor.

(c) In the event Contractor fails to make payment to Subcontractor (whether for progress payments or final payment) as provided above for any cause not the fault of Subcontractor, Subcontractor may upon five days' written notice to Contractor, stop work without prejudice to any other right or remedy available to Subcontractor at law or equity or under the General Contract.

(d) Contractor shall permit Subcontractor to obtain directly from the Owner or Owner's authorized agent evidence of percentages of completion certified to or upon its account.

2. If damages (liquidated or otherwise) are assessed against Subcontractor in accordance with this Subcontract which may be attributable or attributed to the antecedent or concurrent fault of any other Subcontractor, Contractor, Owner, or any other person, then Subcontractor shall be liable only for such portion of such damages as are, by competent evidence, shown to have been attributable exclusively to the fault of Subcontractor.

3. If Subcontractor should neglect to prosecute the work diligently and properly, or fail to perform any portion of this Subcontract after ten (10) days' written notice to Subcontractor, Contractor may make good such deficiency and deduct the reasonable cost thereof from the payment then or thereafter due Subcontractor or seek any other remedy allowed under this agreement. Any such notice from Contractor to Subcontractor, as a condition precedent to its effectiveness and to Contractor's right to take over the work or cure any defect or defects or to seek any other remedy, shall set forth the particular ground or grounds for Contractor's intended action and the exact nature of the claimed defect, breach, or failure in performance so as reasonable to inform Subcontractor of the claims and positions of Contractor. Contractor shall have the remedial rights afforded in this agreement only if Subcontractor should fail to begin to cure such defect, breach or failure within the specified notice period and thereafter fail to proceed diligently and without delay to complete the cure.

4. All changes in work must be authorized by written change order signed by Contractor. Subcontractor shall not be obligated to proceed under any such change order until a reasonable time after receipt of such written change order. The addition or deduction from the contract sum resulting from a change order shall be determined in one or more of the following ways:

   (a) By mutual acceptance of a lump sum, properly itemized;

   (b) By unit prices stated in the contract documents or subsequently agreed upon; or

   (c) By cost plus a mutually acceptable fixed or percentage fee.

5. Any indemnity obligations of Subcontractor imposed by this Subcontract shall be limited to risks and coverages insured by policies of insurance required to be maintained by Subcontractor and which are in fact maintained by Subcontractor under this Subcontract, and in no event shall Subcontractor indemnify and save harmless Contractor, Owner, or any other person or entity from and against any loss, damage, liability, costs, attorney fees, charges, or claims of any other nature (all herein collectively called indemnification items) unless such indemnification items are shown by competent evidence to be the direct result of the sole negligence of Subcontractor to perform in accordance with this Subcontract.

6. It is agreed that contract documents applicable to Subcontractor's work hereunder shall, in addition to all items and documents hereinabove described or referred to, include Subcontractor's bid documents, including without limitation Subcontractor's Bid Confirmation dated May 25, 1984.

7. In the event any arbitration, suit, action, or other proceeding shall be instituted relating to any term or obligation of this Subcontract or relating to any of the rights, duties, or obligations arising hereunder, the prevailing party shall be entitled to recover from the other party and the other party agrees to pay to the prevailing party, in addition to costs and disbursements allowed by law, such sum as the arbitrator or court may adjudge reasonable as an attorney's fee in such arbitration, suit, action, or other proceeding, and on appeal thereof.

8. The risk of loss for all materials delivered and suitably stored at the jobsite shall in all respects be Subcontractor's.

9. Until Subcontractor shall have given Contractor written notice of a change, all notices to Subcontractor which are required or permitted under this agreement shall be delivered personally to Subcontractor by certified or registered mail at P.O. Box 15009
2139 SE Belmont, Portland, Or 97215
Any such notice shall not be effective until received by Subcontractor.

10. Subcontractor agrees to comply with such federal and state statutes, rules, regulations, and orders, relating to equal employment opportunity which apply to it as a matter of law and not as a result of signing this agreement.

Addendum - 3

Addendum to Contract
Between Contractor
and Subcontractor

CONTRACTOR/SUBCONTRACTOR CONTRACT AGREEMENT

Date: June 19, 1984
Project No: 9827
Project Name: Hollywood District Transportation Project, Unit 1

Contractor: Stein Contracting, Inc.
Address: 4902 SE Harvey
Milwaukie, OR 97222

1. The parties, having executed a contract for: bid items #'s 32, 33, 34, 35 36, and 43 (portions only) in the amount of $ 44,755.00 in the construction of the above-identified project acknowledge and agree that:

   a. The applicable Labor Standards provisions are included in the aforesaid contract;
   b. The Davis-Bacon wage rates are included in aforesaid contract;
   c. The Addendum to Contract between Contractor and Subcontractor is part of the Contract;
   d. Correction of any infractions of the aforesaid conditions, including infractions by the subcontractor and any lower tier subcontractors, is a mutual responsibility;

2. The parties certify that:

   a. Neither they nor any firm, partnership or association in which they have substantial interest is designated as an ineligible contractor by the Comptroller General of the United States pursuant to Section 5.6(b) of the Regulations of the Secretary of Labor, Part 5 (29 CFR, Part 5) or pursuant to Section 3(a) of the Davis-Bacon Act, as amended (40 U.S.C. 276a-2(a)).
   b. No part of the aforementioned contract has been or will be subcontracted to any subcontractor if such sub-contractor or any firm, corporation, partnership or association in which such subcontractor has a substantial interest is designated as an ineligible contractor pursuant to any of the aforementioned regulatory or statutory provisions.

3. The subcontractor agrees to obtain and forward to the aforementioned contractor within ten days after the execution of any subcontract, including those executed by the subcontractors and any lower tier subcontractors copy of said contract containing fully executed items 1.a, b and c listed above.

4. The Subcontractor certifies that:
   a. The legal name and the business address are:

TICE ELECTRIC CO.
P.O. BOX 15009
PORTLAND, OR 97215

Employer I.D. 93-0580779
License No. 26-126
Telephone No. 233-8801

   b. The subcontractor is:

(1) A Single Proprietorship	(3) A Corporation Organized and Licensed in the State of Oregon
(2) A Partnership	(4) Other Organization (Describe)

   c. The name, title and address of the owner, partners or officers of the subcontractor are:

Name	Title	Home Address
J.W. McKinnon	President	7806 S.E. 27th Ave Portland OR 97202
G.S. Gregersen	V.P. & Secretary	14003 N.E. Beech St. Portland OR 97230

Contractor Signature: Dinette E. Stein

Subcontractor Signature: G. S. Gregersen

Project No: 9827 Address:
Project Name: Hollywood District 4902 SE Harvey
Transportation Project, Unit 1 Milwaukie, OR 97222

1. The parties, having executed a contract for: bid items #'s 32, 33, 34, 35 36, and 43 (portions only) in the amount of $ 44,755.00 in the construction of the above-identified project acknowledge and agree that:

   a. The applicable Labor Standards provisions are included in the aforesaid contract;
   b. The Davis-Bacon wage rates are included in aforesaid contract;
   c. The Addendum to Contract between Contractor and Subcontractor is part of the Contract;
   d. Correction of any infractions of the aforesaid conditions, including infractions by the subcontractor and any lower tier subcontractors, is a mutual responsibility;

2. The parties certify that:

   a. Neither they nor any firm, partnership or association in which they have substantial interest is designated as an ineligible contractor by the Comptroller General of the United States pursuant to Section 5.6(b) of the Regulations of the Secretary of Labor, Part 5 (29 CFR, Part 5) or pursuant to Section 3(a) of the Davis-Bacon Act, as amended (40 U.S.C. 276a-2(a)).
   b. No part of the aforementioned contract has been or will be subcontracted to any subcontractor if such sub-contractor or any firm, corporation, partnership or association in which such subcontractor has a substantial interest is designated as an ineligible contractor pursuant to any of the aforementioned regulatory or statutory provisions.

3. The subcontractor agrees to obtain and forward to the aforementioned contractor within ten days after the execution of any subcontract, including those executed by the subcontractors and any lower tier subcontractors copy of said contract containing fully executed items 1.a, b and c listed above.

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   a. The legal name and the business address are:

TICE ELECTRIC CO.
P. O. BOX 15009
PORTLAND, OR 97215

Employer I.D. 93-0580779
License No. 26-126
Telephone No. 233-8801

   b. The subcontractor is:

(1) A Single Proprietorship	(3) A Corporation Organized and Licensed in the State of Oregon
(2) A Partnership	(4) Other Organization (Describe)

   c. The name, title and address of the owner, partners or officers of the subcontractor are:

Name	Title	Home Address
J.W. McKinnon	President	7806 S.E. 27th Ave Portland OR 97202
G.S. Gregersen	V.P. & Secretary	14003 N.E. Beech St. Portland OR 97230

Contractor Signature: Dinette E. Stein
President 7/5/84
(Title) (Date)

Subcontractor Signature: G. S. Gregersen
Vice President
(Title) (Date)

ATTACHMENT 5

9666

233 - 8801

TO Tice Electric

ADDRESS 2139 SE Belmont

CITY Portland, Ore. 97214

Bill ~~SHIP~~ TO Stein Contracting Inc.

ADDRESS 4902 SE Harvey

CITY Milwaukie, Ore. 97222

REQ. NO.	FOR	DATE REQUIRED	TERMS	HOW SHIP	DATE
—	HDT proj. unit 1 ODOT Contract # 9827	As Req'd		Rob J.S.	6/19/84

	QUANTITY ORDERED	QUANTITY RECEIVED	PLEASE SUPPLY ITEMS LISTED BELOW	PRICE		UNIT
1			As/ your quotation plans & spec's.			
2			for materials			
3						
4	L.S.		Item #1 Mobilization	3,000	00	L.S.
5	L.S.		" #36 Traffic Signal	14,445	00	L.S.
6						
7						
8						
9						
10						
11						
12						
13			Appx. Total	17,445	00	—
14						
15						
16						
17						
18						
19						
20						
21						
22						

IMPORTANT

OUR ORDER NUMBER MUST APPEAR ON ALL INVOICES, PACKAGES, ETC.

PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED

PLEASE SEND 2 COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING

Jerry St

PURCHASING AGENT

1H 147 REDIFORM®

ORIGINAL

9827

6-85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985        PAGE 1284

                                                                              FISCAL          GRAND TOTAL
DESCRIPTION             PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH        YEAR TO DATE         TO DATE
                     026   2576      920      00 P 2           .12CR              26.46             56.31
                     026   2576      930      00 P 1         12.67CR          3,420.42          10,517.69
                     026   2576      930      00 P 2         24.60CR          6,639.67          20,416.74
                     026   2576      930      00 N 1                              32.44             32.44
                     026   2576      930      00 N 2                              62.98             62.98
                     026   2576      950      00 P 1                                                35.79
                     026   2576      950      00 P 2                                                69.49
                                     TOT      P1             12.79CR          2,420.30CR       380,223.33
                                     TOT      P2             24.72CR         12,532.33         854,028.78
                                     TOT      N1                                  92.38            236.75
                                     TOT      N2                                 179.32            459.54
                                  ** JOB TOTALS **           37.51CR**       10,383.73  **   1,234,948.40  **

HOLLYWOOD DIST TRANSP PJ    CONT NO    FA PROJ NOS X10 9326010 100                                        STATE
                     026   2582      295      00 N 9                             891.00         26,691.00
                     026   2582      296      00 N 9                             991.93CR      223,369.92CR
                     026   2582      298      00 N 9                             100.93        196,678.92
                     026   2582      401      00 P 1                                            48,405.00 - Land
                     026   2582      403      00 P 1                                             3,565.00 - Buildings
                     026   2582      404      00 P 1                                            21,460.00 - Trees shrubs
                     026   2582      405      00 P 1                                           122,783.00 - severance & consequential Damage
                     026   2582      407      00 P 1                                            18,140.79 - Appraisals, Fees, Title Costs
                     026   2582      409      00 P 1                                               444.95 - local gov. land costs
                     026   2582      412      00 P 1                                             2,527.03 - Title cost, Recording fees
                     026   2582      413      00 P 1                                               441.45 - Taxes
                     026   2582      413      00 N 1                                           ~~170.59CR~~ - Taxes
                     026   2582      414      00 P 1            .03                87.91         11,348.83 - Negotiation Expense
                     026   2582      415      00 P 1                                                 2.71 - Relocation Comp.
                     026   2582      419      00 P 1                                             2,355.00CR - Land Sales
                     026   2582      426      00 P 1                                               236.54 - Legal
                     026   2582      430      00 P 1                                             1,147.07 - Appraisal Review
                     026   2582      470      00 P 1                                               440.91 - Relocation
                     026   2582      913      00 P 1                                                41.70 - Iraison
                     026   2582      920      00 P 1                                                57.75 - program sec
                     026   2582      930      00 P 1                                             2,353.26 - R/W office expense
                                     TOT      P1               .03                87.91        231,386.99
                                     TOT      N1                                                   170.95CR
                                  ** JOB TOTALS **             .03  **            87.91  **    231,216.00  **

S. 65TH AV-CAPITOL HWY      CONT NO    FA PROJ NOS X10 9228006 100                                        STATE
                     026   2588      295      00 N 9                          31,812.13         90,750.00
                     026   2588      296      00 N 9          1,759.38CR     211,758.69CR      553,948.50CR
                     026   2588      298      00 N 9          1,759.38       179,946.56        463,198.50
                     026   2588      401      00 P 1                          76,672.00        137,191.50
                     026   2588      403      00 P 1                             625.00            375.00
                     026   2588      404      00 P 1                          13,628.00         19,651.00
                     026   2588      405      00 P 1                          63,931.00        105,045.00
```

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10068
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Pool dated May 13, 1985.

Approval of this request will involve an increase of $38,360.00 in total cost and obligation of $32,606.00 in federal funds (Appn Code 177) with revised financing as follows:

	Appn Code	TEC	FF	%
Previous	(772)	$ 214,578.00	$ 182,391.13	85
Previous	(580)	123,072.00	104,610.87	
Increase	(177)	$ 38,360.00	$ 32,606.08	
Total		$ 376,010.00	$ 319,608.00	

DDB:bkb
Attachment
cc: E.L. Hardt (Metro)
Paul D. Singer
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

May 17, 1985

In Reply Refer to File No.: CON 3

U. S. Department of Labor
Employment Standards Division
909 First Ave., Room 3032
Seattle, WA 98174

NOTED
H. S. COULTER

Attn: W. J. Olson
Ass't. Regional Administrator

Re: Stein Contracting, Inc. and
Terrell Stein - Prime Contractor
D.B.E. Construction, Inc. - Subcontractor
FAP No. IX-IXG-9326(13)
Contract No. 9827

Your letter of May 14, 1985 requests that our agency withhold $1,292.69 from contract funds due to labor violations on the above project.

We are presently withholding $7,000.00 in retainage. No further reduction in these monies will be made until this labor issue is resolved.

Please notify us when this issue is satisfactorily concluded.

Sincerely,

J. L. Wid

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

cc: Brett I. Kesterson

bc: Glenn Hossner, FHWA/att.
H. S. Coulter/att.
Jack Sollis/att.
E. L. Hardt/att.

05178M

RECEIVED
AT HWY ENGR
MAY 17 '85
REFER TO
FOR

734-2023 (2-85)

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

Reply to the Attention of

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ MAY 16 1985 FE ___ CP ___
CA ___ POC ___
CAM ___ CONSTRUCTION QCS ___
EEO J ___ SECTION FILE ___

May 14, 1985

John Widmer
Oregon State Dept. of Transportation
1158 Chemeketa St. NE
Salem, Oregon 97310

Dear Mr. Widmer:

Re: Stein Contracting, Inc. - Prime Contractor
a/k/a Terrell Stein
Milwaukie, Oregon
D.B.E. Construction, Inc. - Subcontractor
Tigard, Oregon
Contract No: 9827

Please be advised that this agency is conducting a concurrent Fair Labor Standards Act, Davis-Bacon Related Act, and Contract Work Hours and Safety Standards Act investigation of the above prime contractor, or subcontractor if one is designated, with respect to performance on the above-captioned contract.

Our investigation has disclosed DBRA and/or CWHSSA violations and to date this agency has not been successful in obtaining a voluntary agreement to pay the back wages found due. Therefore, as provided by 29 CFR Part 5, Section 5.9, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267) and/or Section 2 of the CWHSSA (40 U.S.C. 328, et seq.), your agency is requested to withhold $1,292.69 from contract funds.

Send written notice, which specifies the contractor(s) by name, of the action taken in response to this request. Please send this report to the above address within fifteen days of receipt.

For your further information, the subject contractor(s) have been notified of our intent to cause this withholding.

If you have any questions call Mr. Ed Woodruff at (206) 442-1914.

Thank you for your cooperation.

Sincerely,

WJ Olson

W.J. Olson
Assistant Regional Administrator

CL 1985-0009

98

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1985

FILED
APR 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9827

Universal Contracting Services
16219 N. E. Glisan, Suite #3
Portland, OR 97230

Attention: James H. Wright

Gentlemen or Ladies:

This will acknowledge your letter of March 20, 1985, reopening a claim, which you had previously removed, on the following Highway Division contract:

FILED BY:	Universal Contracting Services
AMOUNT:	$453.13
FOR:	Labor and material
AGAINST (Prime contractor)	Stein Contracting, Inc. and Terrell Stein
CONTRACT NO.:	9827
PROJECT:	Hollywood District Transportation Project (Portland) Unit 1
SURETY:	Fidelity and Deposit Co. of Maryland
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

COPY

cc: Stein Contracting, Inc.
& Terrell Stein
4902 S.E. Harvey
Milwaukie, OR 97222

Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co. of Maryland
Portland Branch Office
Suite 1201, Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

bcc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim of $771.89 assigned #CL1985-0009, dated 1/22/85 - notified on 1/30/85 of $318.76 payment and requested that claim be removed.

FKN:cr

NOTED ON CARD
5-2-85 kjm

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Incorporated as: U S Contracting Services, Inc.

Universal Contracting Services

March 20, 1985

Robert W. Gormsen, Manager
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON #9827
Hollywood District Transportation
Unit #1
Contractor: Stein Contracting, Inc.
4902 S.E. Harvey
Milwaukie, Oregon 97222

Subject: Letter from Stein Contracting dated 3/13/85.

Dear Mr. Gormsen,

In response to the above referenced letter, we wish to request our claim be re-opened to collect the past due balance on our invoices 2311,2312, and 2313 of $453.13. The payment of $318.76 and cooperation indicated by Steins' commitment to us in January, when the lien was in effect, was their only attempt to recognize the balance due on our invoices since they were originally billed in October. As soon as we agreed to remove the lien as a demonstration of good faith, their negative posture reassumed.

Thank you for your assistance in this matter.

Sincerely,

James H. Wright

James H. Wright
General Manager, U C S,
Contracting Services, Inc.

RECEIVED
MAR 2[illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

16219 N. E. Glisan – Suite #3 Portland, Oregon 97230 (503) 253-3444

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hollywood District Transportation Project (Portland) Unit 1

WEEK ENDING: March 23, 1985

SECTION PREFIX: 326-1072

HIGHWAY: City Street (NE Sandy Blvd.)

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, paving, illumination, landscape and signals

CONTRACTOR: Stein Contracting, Inc.

CONTRACT NUMBER: 9827

FEDERAL AID PROJECT NUMBER: IX-IXG-9326(13)

DATE OF CONTRACT: June 1, 1984

DATE WORK STARTED: June 18, 1984

ESTIMATED COMPLETION DATE: Sept. 12 , 1984/Dec. 11, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90/180

CALENDAR DAYS USED 117/203

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 130%/113%

PROJECT AUTHORIZATION: $ 254,226.38

EXCLUSIVE OF ENGINEERING: $ 234,067.46

ENGINEERING AUTHORIZATION $ 20,158 92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 225,000.00

ENGINEERING COST TO DATE $ 33,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%

ESTIMATED PERCENT: XXXXX ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION 164 %

DATE PROJECT WAS COMPLETED: Oct.10, 1984/Jan.3, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD Flatwork	Landscape	Signals
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	--			
MONDAY 18	--			
TUESDAY 19	--			
WEDNESDAY 20	Showers			
THURSDAY 21	--			
FRIDAY 22	--			
SATURDAY 23	--			

CE F CAE RECEIVED LS TC
COE OM SA CC
OE MAR 22 1985 FE CR
CA PQC
CAM CONSTRUCTION OCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	--
18 MONDAY	--
19 TUESDAY	--
20 WEDNESDAY	Stein Contracting: S&L Landscaping: Checked over landscaping at end of first establishment period. All plants and trees appear to be healthy and growing. All planting areas are weed free.
21 THURSDAY	--
22 FRIDAY	--
23 SATURDAY	--

REMARKS

Next weekly report at end of second establishment period.

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STEIN CONTRACTING, INC.
4902 SE Harvey
Milwaukie, Oregon 97222

#927

March 13, 1985

James H. Wright
Universal Contracting Services, Inc.
16219 NE Glisan, Suite #3
Portland, Oregon 97230

RE: Hollywood District Transportation Project, Unit 1
Invoices for additional paving costs

Dear Mr. Wright:

I will not become involved in a mud-slinging approach to business, so I will not comment on your letter dated February 26, 1985, which reached our office on March 12, 1985. The pertinent matter is to resolve the difference of opinion between UCS and SCI, regarding the invoices you have tendered.

Please let the following facts speak for themselves:

1. Terry Stein did advise you that the State indicated a spreader box was desirable. The equipment which you provided was faulty, slowing down the paving operation. These increased labor costs were paid by SCI.

2. Our Purchase Order #9674 to UCS states under Condition 1 that SCI is to place all men on the project on SCI's payroll. This condition was met in its entirety by SCI payroll checks numbered 830, 834-837 and 870-877.

3. Your Invoices #2311, 2312, and 2313 include labor costs, plus overhead and profit for that labor. Obviously, there is an error. (See attached copies of these invoices, adjusted to remove labor costs previously paid by SCI.)

By way of summary:

Payment made by SCI to UCS		$318.76
Corrected Invoices		
#2311	$240.63	
#2312	21.88	
#2313	21.88	
		284.39
Due and Payable to SCI		$ 34.37

RECEIVED
MAR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp nec.

In closing, let me state your entire claim is unjustified, but rather than continue this ridiculous discussion further, I will be satisfied to receive the above overpayment, which was computed from your own invoices.

Sincerely,

Ninette E. Stein

Ninette E. Stein

Enclosures

cc:

Robert W. Gormsen, Manager
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Eric R. Sander, Account Executive
Corroon & Black of Oregon
1600 SW Fourth Avenue
Portland, Oregon 97201

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MAR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Incorporated as: UCS Contracting Services, Inc.

Universal Contracting Services

16219 N.E. Glisan – Suite #3
Portland, Oregon 97230
253-3444

ADD ON #3

INVOICE

2313

CUSTOMER NAME: Stein Contracting, Inc.

ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Terry Stein	N.E. Sandy Blvd.

DESCRIPTION OF WORK:			TOTAL
Not shown in prints - Patch behind sidewalk (west end of parking lot) and patch to adjust grade (east end of parking lot).			
	Labor	3 hrs. @ $30.00	~~$ 90.00~~
	Pickup & tools	½ hr. @ $10.00	5.00
	Roller	½ hr. @ $10.00	5.00
	Tac	5 gals. @ $1.50	7.50
	Overhead & profit @ 25%		~~26.88~~ 4.38

– NET UPON COMPLETION

Thank you

[redacted] $ ~~134.38~~ 21.88

RECEIVED
MAR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Incorporated as: UCS Contracting Services, Inc.

Universal Contracting Services

16219 N.E. Glisan – Suite #3
Portland, Oregon 97230
253-3444

ADD ON #1

INVOICE
2311

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Inspector request - N.E. Sandy Blvd. & 42nd	

DESCRIPTION OF WORK: Skin Patch	TOTAL
Spreader Box (not required on original plans & specs)	$ 100.00
Labor 7 hrs. @ $30.00 per hr.	~~210.00~~
Tac 15 gals. @ $1.50 per gal.	22.50
Roller 1 hr. @ $10.00 per hr.	10.00
Pickup & hand tools 1 hr.	10.00
Move - in fee	50.00
Overhead & profit @ 25%	48.13 ~~100.63~~
NET UPON COMPLETION	

Thank you

[illegible] .OU

[redacted] $ ~~503.13~~
240.63

Incorporated as: UCS Contracting Services, Inc.

Universal Contracting Services

16219 N.E. Glisan – Suite #3
Portland, Oregon 97230
253-3444

ADD ON #2

INVOICE
2312

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Inspector request - N.E. Sandy Blvd	

DESCRIPTION OF WORK:		TOTAL
Adjust grade in parking lot.	Repave 6' 0" .	
Labor	3 hrs. @ $30.00 per hr.	~~$ 90.00~~
Tac	5 gals. @ $1.50 per gal.	7.50

Portland, Oregon 97230
253-3444

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Inspector request - N.E. Sandy Blvd. & 42nd	

DESCRIPTION OF WORK: Skin Patch	TOTAL
Spreader Box (not required on original plans & specs)	$ 100.00
Labor 7 hrs. @ $30.00 per hr.	~~210.00~~
Tac 15 gals. @ $1.50 per gal.	22.50
Roller 1 hr. @ $10.00 per hr.	10.00
Pickup & hand tools 1 hr.	10.00
Move - in fee	50.00
Overhead & profit @ 25%	48.13 ~~100.63~~
NET UPON COMPLETION	[redacted] $ ~~503.13~~ 240.63

thank you

Incorporated as: UCS Contracting Services, Inc.

Universal Contracting Services

ADD ON #2

INVOICE
2312

16219 N.E. Glisan — Suite #3
Portland, Oregon 97230
253-3444

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Inspector request - N.E. Sandy Blvd	

DESCRIPTION OF WORK:	TOTAL
Adjust grade in parking lot. Repave 6' 0".	
Labor 3 hrs. @ $30.00 per hr.	~~$ 90.00~~
Tac 5 gals. @ $1.50 per gal.	7.50
Roller ½ hr. @ $10.00 per hr.	5.00
Pickup & hand tools ½ hr. @ $10.00 per hr.	5.00
Overhead & profit @ 25%	4.38 ~~26.88~~
NET UPON COMPLETION	21.88 [redacted] ~~134.38~~

Thank You

RECEIVED
MAR 15 1985
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

March 8, 1985

Universal Contracting Services
16219 N.E. Glisan - Suite #3
Portland, OR 97230

CON 5
#9827

Attention: Jennifer Chamberlain
President

Gentlemen or Ladies:

Thank you for your letter of January 30, 1985, informing us that you have received partial payment from Stein Contracting, Inc., and Terrell Stein in the amount of $318.76.

This was in connection with a claim in the amount of $771.89 against them on Contract No. 9827 for the Hollywood District Transportation Project (Portland) Unit 1.

Your letter also requested that the lien be removed. This information will be noted in our records and we will advise the contractor, surety, and Secretary of State.

Sincerely,

NOTED ON CARD
3-8-85 Ja

Robert W. Gormsen
COMMISSION SERVICES

CC: Stein Contracting, Inc. & Terrell Stein
4902 S.E. Harvey
Milwaukie, OR 97222

Fidelity & Deposit Company of Maryland
Suite 1201 Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

bc: Secretary of State - Claimant requests that claim be removed.

Incorporated as: U C S Contracting Services, Inc.

Universal Contracting Services

January 30th, 1985

Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: CON 5 #9827

Gentlemen or Ladies,

This letter is to advise you that our office has received a partial payment on the invoices outstanding against Stein Contracting, Inc. & Terrell Stein, in the amount of $318.76. Attached you will find a commitment from Stein to meet the balance of their obligation. The terms, as described, are satisfactory to us as long as we see action on the terms within the next thirty (30) days. I, therefore request that the lien be removed.

I appreciate your assistance in this matter.

Sincerely,

Jennifer Chamberlain

Jennifer Chamberlain
President, U C S
Contracting Services, Inc.

Enclosure

cc: Ninette Stein
4902 S.E. Harvey
Milwaukie, Oregon 97222

Eric R. Sander
Account Executive
Carroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, Oregon 97201

RECEIVED
FEB 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

16219 N. E. Glisan – Suite #3 Portland, Oregon 97230 (503) 253-3444

Jim Wright
Universal Contracting Services
16219 NE Glisan Suite #3
Portland, Or 97230

RETURN TO

inette Stein
Stein Contracting, Inc.
4902 SE Harvey
Milwaukie, Or 97222

SUBJECT Payment of disputed charges, Invoices #2311-2-3

DATE 1/25/85

MESSAGE

Per our telephone conversation today, I am forwarding a check to you for $318.76. This is the agreed-upon ½ payment of Invoices #2311 &2312. It is understood that you will notify the State of Oregon"s ODOT to release the lien against the bond which you have filed. I agree to negotiate further with the state on above disputed chrges. In the event I can not get monetary satisfaction, we mutually agree to renegotiate the remaining $318.76. If satisfaction is reached with ODOT, payment to follow immediately The third invoice #2313 will be further discussed by UCS & SCI and a mutually satisfactory arrangement reached.

RETURN TO Thank you!

SIGNED Ninette Stein
Ninette E. Stein, President

REPLY

RECEIVED
MAR 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

DATE / /

REDIFORM® 4S 471

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY.

POLY PAK (50 SETS) 4P 471

9827

February 15, 1985

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On February 7, 1985 we received a satisfactory bid from Copehagen Utilities and Construction, Inc. of Clackamas for the Hollywood District Transportation Project, Unit 2.

The City share of the project cost is computed as follows:

	IX-9326(14)	(100% Fed. Funds) IXG-9326(14)
Contractor's Bid	$1,701,632.50	$ 413,764.00
Anticipated Additional Items:		
Permanent Signing (City)	21,200.00	---
Permanent Striping (City)	17,300.00	---
Permanent Striping (State)	600.00	---
Asphalt Cement Adjustment	10,800.00	---
Signal Controller Testing	---	12,025.00
Adjust & Install Water Facilities (City)	39,845.00	---
Const. Work @ 39th & Tillamook	30,000.00	---
Traffic Controller Programs	---	3,000.00
37th & Broadway Sign Removal	1,000.00	---
Luminaire Removal	850.00	---
Subtotal	$1,823,227.50	$ 428,789.00
Contingencies (4 1/2%)	82,045.24	19,295.51
Engineering (8%) by City (Not Included)	-0-	-0-
Const. Total for Computation of City Share	$1,905,272.74	$ 448,084.51
Estimated Preliminary Engineering Performed by State	$ 72,650.00	
Estimated R/W Costs	231,400.00	
Total	$2,209,322.74	

City Share: 15% of $2,209,322.74=	$ 331,398.41
Less R/W Advance Deposit 3-24-82=	(25,800.00)
Less 65% Early Deposit Rec'd. 1-18-85 =	185,250.00
CITY SHARE & ADDITIONAL DEPOSIT	$ 120,348.41
ROUNDED =	$ 120,350.00

The Contract for this project was awarded February 15, 1985. Please increase your deposit in the Local Government Investment Pool by $120,350.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc: w/AD #85-08: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #85-08 when deposit is made.

3-11-85
LGIP on
3-8-85
G

9827 CL 1985-0009

FILED
JAN 22 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 18, 1985

RECEIVED
JAN 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO FILE NO.
CON 5
#9827

Universal Contracting Services
16219 NE Glisan, Suite #3
Portland, OR 97230

Attention: Jennifer Chamberlain
President

Gentlemen or Ladies:

This will acknowledge your letter of January 14, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Universal Contracting Services
AMOUNT:	$771.89
FOR:	Labor and material
AGAINST (Prime contractor)	Stein Contracting, Inc. & Terrell Stein
CONTRACT NO.:	9827
PROJECT:	Hollywood District Transportation Project (Portland) Unit 1
SURETY:	Fidelity & Deposit Co. of Maryland
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

cc: Stein Contracting, Inc. &
Terrell Stein
4902 SE Harvey
Milwaukie, OR 97222

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Incorporated as: U C S Contracting Services, Inc.

Universal Contracting Services

January 10, 1985

Commission Services
121 Transportation Bldg.
Salem, Oregon 97310
Attention: Karen

Re: Contract # 9827
Hollywood District Transportation Project
Unit #1
Contractor: Stein Contracting, Inc.
4902 S E Harvey
Milwaukie, Oregon 97222

Dear Karen,

According to your instructions on this date I am requesting your assistance in our efforts to collect the balance due for the sub-contract work we performed on the above referenced project. I have enclosed copies of our invoices numbered 2311, 2312, and 2313. To date Stein Contracting, Inc. has failed to remit payment on these invoices.

Please let me know if you require any additional information.

Sincerely,

Jennifer Chamberlain
President, U C S
Contracting Services, Inc.

see letter of
1-14-85

Enclosures

1/11/85 called & left
message needs
signed letter &
total amt of
claim –

RECEIVED
JAN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

16219 N. E. Glisan – Suite #3 Portland, Oregon 97230 (503) 253-3444

Incorporated as: U C [illegible] Contracting Services, Inc.

**Universal
Contracting
Services**

January 14, 1985

Commission Services
121 Transportation Bldg.
Salem, Oregon 97310
Attention: Karen

Re: Contract #9827
Hollywood District Transportation Project
Unit #1
Contractor: Stien Contracting, Inc.
4902 S E Harvey
Milwaukie, Oregon 97222

Dear Karen,

The total amount due from Stein Contracting, Inc. is $771.89. This is the total of the three invoices 2311, 2312, and 2313 I sent you enclosed with my letter of January 10th.

Thank you for your assistance in this matter.

Sincerely,

Jennifer Chamberlain

Jennifer Chamberlain
President, U C S
Contracting Services, Inc.

RECEIVED
JAN 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

16219 N. E. Glisan – Suite #3 Portland, Oregon 97230 (503) 253-3444

RECEIVED
JAN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Incorporated as: [illegible] Services, Inc.

Universal Contracting Services

16219 N.E. Glisan – Suite #3
Portland, Oregon 97230
253-3444

INVOICE
2311

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: [illegible] S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/[illegible]/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Rel: [illegible]	[illegible]	[illegible] for repair	N.E. Sandy Blvd. [illegible] 42nd

DESCRIPTION OF WORK: Skin Patch	TOTAL
Spreader Box (not required on original plans & specs)	$ 1[illegible]
Labor 7 hrs. $30.00 per hr.	210.00
Tac 15 gals. @ $1.50 per gal.	[illegible]
Roller 1 hr. @ $10.00 per hr.	10.00
Pickup & hand tools 1 hr.	10.00
Move - in fee	50.00
Overhead & profit @ 25%	100.63
~~TERMS:~~ LAS/STATE PAYS, Net upon completion	
Thank You [illegible]	$ 503.15

RECEIVED
JAN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Incorporated as: UCS Contracting Services, Inc.

Universal Contracting Services

ADD ON #2

16219 N.E. Glisan — Suite #3
Portland, Oregon 97230
253-3444

INVOICE
2312

CUSTOMER NAME: Stein Contracting, Inc.
ADDRESS: 4902 S.E. Harvey
Milwaukie, Oregon 97222

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Inspector request	- N.E. Sandy Blvd

DESCRIPTION OF WORK:		TOTAL
Adjust grade in parking lot. Repave 6' 0".		
Labor	3 hrs. @ $30.00 per hr.	$ 90.00
Tac	5 gals. @ $1.50 per gal.	7.50
Roller	½ hr. @ $10.00 per hr.	5.00
Pickup & hand tools	½ hr. @ $10.00 per hr.	5.00
Overhead & profit @ 25%		26.88
~~TERMS: AS STATE PAYS~~ Net upon completion		

Thank You $ 134.38

Incorporated as: UCS Contracting Services, Inc.

Universal
Contracting
Services
16219 N.E. Glisan – Suite #3
Portland, Oregon 97230
253-3444

ADD ON #3

INVOICE

2313

CUSTOMER NAME: Stein Contracting, Inc.

ADDRESS: [illegible] S.E. Harvey
Milwaukie, Oregon [illegible]

DATE 10/03/84

CUSTOMER ORDER #	ORDER DATE	AUTORIZED BY:	LOCATION
Re: 9674	9/84	Terry Stein	N.E. Sandy Blvd.

DESCRIPTION OF WORK:		TOTAL
Not shown in prints - Patch behind sidewalk (west end of parking lot) and		
patch to adjust grade (east end of parking lot).		
Labor	3 hrs. @ $30.00	$ 90.00
Pickup & tools	½ hr. @ $10.00	5.00
Roller	½ hr. @ $10.00	5.00
Tac	5 gals. @ $1.50	7.50
Overhead & profit @ 25%		26.88
Net ~~(30) days please.~~ upon completion		
Thank You		$ 134.38

RECEIVED
JAN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STEIN CONTRACTING [illegible]
4902 S.E. HARVEY 659-[illegible]
MILWAUKIE, OREGON 97222

REMITTANCE ADVICE
Per attached m
1/2 pmt of Invoices #2311+2312
Lien against bond to be removed

96-201
1232

1507

NOT NEGOTIABLE

PAY ______________________________ DOLLARS

DATE	TO THE ORDER OF	CHECK NO.	DESCRIPTION GROSS	DESCRIPTION DISCOUNT	CHECK AMOUNT
1/25/85	UCS Contracting Svcs, Inc	1507			318 76

PACIFIC WESTERN BANK
SOUTHGATE BR. MILWAUKIE, OREGON

NOT NEGOTIABLE

RECORD OF EARNINGS OR PAYMENTS

⑈001507⑈ ⑆123202015⑆ 04 11868 3⑈

TO
Jim Wright
Universal Contracting Services
16219 NE Glisan Suite #3
Portland, Or 97230

FROM
Ninette Stein
Stein Contracting, Inc.
4902 SE Harvey
Milwaukie, Or 97222

SUBJECT Payment of disputed charges, Invoices #2311-2-3 DATE 1/25/85

MESSAGE

Per our telephone conversation today, I am forwarding a check to you for $318.76. This is the agreed-upon ½ payment of Invoices #2311 &2312. It is understood that you will notify the State of Oregon"s ODOT to release the lien against the bond which you have filed. I agree to negotiate further with the state on above disputed chrges. In the event I can not get monetary satisfaction, we mutually agree to renegotiate the remaining $318.76. If satisfaction is reached with ODOT, payment to follow immediately The third invoice #2313 will be further discussed by UCS & SCI and a mutually satisfactory arrangement reached.

Thank you!

SIGNED Ninette Stein
Ninette E. Stein, President

REPLY

9827

RECEIVED
JAN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Find contract # and file w/ that contract.
2.

1-28-85

SIGNED no response nec as claim filed DATE / /

REDIFORM® 4S 471

SEND PARTS 1 AND 3 WITH CARBON INTACT
PART 3 WILL BE RETURNED WITH REPLY.

POLY PAK (50 SETS) 4P 471

DETACH AND FILE FOR FOLLOW-UP

STEIN CONTRACTING, INC.
4902 SE Harvey
Milwaukie, Oregon 97222

February 12, 1985

Jennifer Chamberlain, President
U C S Contracting Services, Inc.
16219 N.E. Glisan, Suite #3
Portland, Oregon 97230

RE: CON 5 #9827

Dear Ms. Chamberlain:

This letter is to recap the discussion of the 2 PM meeting today between Project Manager Brett Kesterson, Inspector Richard Beem, and ourselves. It is unfortunate that neither you nor Jim Wright could attend with your input, since it had been scheduled two weeks ago to coincide with our mutual convenience.

The conclusion reached at the above meeting was that unless there is some new evidence submitted, the claim for additional compensation for skin patching is a dead issue. The basis for their position is as follows:

1. The spreader box was not in good working condition, thereby actually increasing the length of time to perform this work.
2. The skin patch tonnage placed (time-wise) was proportionately equivalent to the tonnage placed in the trench.

For your information, we are enclosing a copy of Inspector Beem's notes and a copy of Mr. Kesterson's September 12, 1984, diary relative to this subject.

Additionally, in reviewing your invoices #2311, 2312, and 2313, there appears to be some discrepancy between them and our Purchase Order #9674. We would call to your attention:

1. The tonnage price was agreed on to cover both trench paving and the Class "C" A.C. connections.
2. All labor was paid in accordance with our P.O. #9674.
3. Move-ins were limited to two.

We have given due consideration to the above information, as well as the additional payment of our check #1507. Unless you wish to reschedule a meeting with Mr. Kesterson and/or Region with our support, our obligation to you in this matter has been concluded.

Sincerely,

Ninette E. Stein

Ninette E. Stein
President

Enclosure

cc: Eric R. Sander
Corroon & Black of Oregon

Robert W. Gormsen, Manager
Oregon Department of Transportation

RECEIVED
FEB 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NO [illegible]

2837

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-7-85

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/30/84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project - Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Furnish W4 OR Program for traffic controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/30/84 as requested in Mr. Fredrickson's letter of 12/19/84 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 8 representing work to be done by City of Portland forces is approved for a TEC of $250 Federal Funds.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/8

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9827

January 4, 1985

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

We have advertised the Hollywood District Transportation Project, Unit 2, for bid opening on January 24, 1985.

The City's 65 percent, early deposit, share is computed as follows:

Total Estimated Construction Cost		$2,710,000
Less Const. Engr. on IX (85% Fed.) Portion		(145,000)
Less IXG (100% Fed.) Portion		(665,000)
BALANCE		$1,900,000
Estimated City Share:		
15% of $1,900,000 =	$285,000	
City's 65% Early Deposit:		
65% of $285,000 =	$185,250	

Please submit your $185,250 deposit using one of the three options for payment described in the attachment.

The construction estimate is confidential, please treat it accordingly.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

DEPOSITED
LGIP 1-18-85
G

bcc w/AD #85-01: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #85-01 when deposit is received.

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10068
Project No. IX-IXG-9326(14)
Hollywood District Transportation Project (Portland), Unit 2
Sandy Boulevard Highway
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project January 24, 1985.

Project concept is based on the November 21, 1980 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse review conclusions was previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schute (Metro)
Karen Bunk (Metro)
Gary Zehner w/att.
General Files

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

December 20, 1984

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30 Bus., NE 37th to NE 47th (Portland)	ADT	PRESENT 23,500	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon
								STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave, Illum., Traf. Sig. & Ldsp.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-IXG-	NUMBER 9326
										SEQ. NO. (14)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants - Highway	COUNTY NAME Multnomah CODE 051
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U · FEDERAL-AID 9326 · STATE 59 · U.S. US 30 BUS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000 Y003 Y030 Y031	 (03) (13) (12) (12)	"Hollywood District Transportation Project (Portland) Unit 2" IX IXG	 0.531	2,045,000 665,000	1,738,250 665,000	---- ----	306,750 ----
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.531	2,710,000	2,403,250	----	306,750
1	14	PROGRAM APPROVAL DATES					10-1-83 10-1-84		(16) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 10068; Proje
No. IX-9326(6), (10)

Key #02018

-over

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 20, 1984

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30 Bus., NE 37th to NE 47th (Portland)		23,500	----	----	10	Oregon	41	580	10068

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
H-T Pave, Illum., . & Ldsp.								IX-IXG-	9326	(14)		

L FUNDS: Interstate Transfer Grants - Highway

REA: Portland

COUNTY NAME: Multnomah CODE: 051

ROUTE NO.: U FEDERAL-AID: 9326 STATE: 59 U.S.: US 30 BUS

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) I000 Y003 Y030 Y031	(03) (13) (12) (12)	"Hollywood District Transportation Project (Portland) Unit 2" IX IXG	0.531	2,045,000 665,000	1,738,250 665,000	---- ----	306,750 ----	
ARED BY: DRH		PROJECT TOTALS	0.531	2,710,000	2,403,250	----	306,750	

RAM APPROVAL DATES: 10-1-83
10-1-84

REMARKS: Additional Data: Item No. 10068; Project No. IX-9326(6), (10) & (13).

-over

Key #02018

USCOMM DUSCOMM-DC 40908-P61

Hollywood District Transportation Project (Portland), Unit 2

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide a basic 4 lane curbed section; 2) up grade existing traffic signals at various locations (see table below); 3) install new traffic signals at various locations (see table below); 4) install illumination as directed; 5) adjust utilities as required; 6) landscape as directed; and 7) incidentals common to this type of project.

Signal Location	Existing (E) or New (N)
N.E. Sandy @ N.E. 39th Ave.	N
N.E. Sandy @ N.E. 40th Ave.	E
N.E. Sandy @ N.E. 41st Ave.	E
N.E. Sandy @ N.E. 42nd Ave.	E
N.E. Sandy @ N.E. 43rd Ave.	N
N.E. Sandy @ N.E. 47th Ave.	E
N.E. Broadway @ N.E. 37th Ave.	E
N.E. Broadway @ N.E. 39th Ave.	N
N.E. Broadway @ N.E. 42nd Ave.	E
N.E. Halsey @ N.E. 42nd Ave.	E
N.E. Halsey @ N.E. 47th Ave.	E

Data for FHWA 37's:	Code	Cost
"IX"	I000	$ 1,413,000
"IX"	Y003	412,000
"IX"	Y030	220,000
"IXG"	Y031	665,000

Maintenance and Accommodations of Utilities: A State-City Agreement No. 7417 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively was executed May 6, 1981.

9827

Section *Hollywood District Transportation Proj. (Portland)* Programming Estimate $ *1,400,000*
Highway *FAU 9326 (N.E. Sandy Blvd.)* Project Length *0.53 mile*
County *Multnomah* Completion Time *240 CD (beginning Mar. 1)*
Kind of Work *G, P, Sign., Illum., T. Sig., Land.* Est. Comp. Date *10-27-85*
Prefix *726-1923* Letting Date *Jan. 24, 1985* Project No. *IX-9326(14)*

Rec'd 12/14/84 @ 2:30 PM JLC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 2,272,065^{00}

Anticipated Additional Items:

Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing (City)	21,200^{00}		
Permanent Pavement Striping (City)	17,300^{00}		
~~Temporary~~ Permanent Pavement Striping (State)	600^{00}		
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished			
Roadside Seeding & Mulching			$ 136,620^{00}
Asphalt Cement Adjustment	10,800^{00}		
On the Job Trainees ($0.80 x 0 hrs.)			
State Responsibility for Damages			
Signal Controller Testing	12,025^{00}	SIG-1XG	
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Adjust & Install Water Facilities (City)	39,845^{00}		
Const. Work @ 39th & Tillamook	30,000^{00}		
Traffic Controller Programs	3,000^{00}	SIG.-1XG	
37th & Broadway Sign Removal	1,000^{00}		
Luminaire Removal	850^{00}		
Adjust Utilities:			

Subtotal $ 2,408,685^{00}

Contingencies (4-1/2%) . . . . 108,390^{82}

Engineering ([✓ 8], 9, 10%) . . . . 192,694^{80}

Subtotal $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 2,709,770^{62}

APPROVED *a: Wayne Schulte*

Rec'd. 12-14-84

Road Design Engineer

Rev. 11/81

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION . Unit 2 Hollywood District Transportation Project (Portland)		COUNTY Multnomah	SHEET 1 OF 5
KIND OF WORK Grading, Paving, Signing, Illumination, Traffic Signals, Landscaping	KEY NUMBER	LENGTH 0.53 mile DATE 11-8-84	NAME Kesterson

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 11/16/84 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 1/24/85					
	Mobilization		Lump Sum	All	Lump Sum	75,000.00 ~~125,600~~
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	83,700
	Temporary Signs		Sq. Ft.	1665	6.00	9,900.00
	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	1,120	11.00	12,320.00
	Moving Temporary Concrete Barriers		Lin. Ft.	1,120	3.00	3,360.00
	Temporary Plastic Safety Markers		Each	340	80.00	27,200.00
	Flaggers		Hour	2,000	15.00	30,000.00
	Temporary Amber Flasher		Each	6	350.00	2,100.00
	Temporary Wooden Walks		Lin. Ft.	725	25.00	18,125.00
	Temporary Barricades, Type II		Each	55	80.00	4,400.00
	Temporary Barricades, Type III		Each	22	100.00	2,200.00
	Temporary Striping		Lump Sum	All	Lump Sum	10,000.00
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	68,000.00
	General Excavation		Cu. Yd.	14,173	7.00	99,211.00
	Cold Plane Pavement Removal		Sq. Yd.	12,503 ~~10,795~~	2.00	25,006.00
	Utility Trench		Lin. Ft.	5,182 ~~5,175~~	6.00	31,092.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Unit 2
Hollywood District Transportation Project (Portland)
COUNTY Multnomah
SHEET 2 OF 5
KIND OF WORK Grading, Paving, Signing
Illumination, Traffic Signals, Landscaping
KEY NUMBER
LENGTH 0.53 mile
DATE 11-8-84
NAME Kesterson

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Furnishing and Placing Topsoil		Lump Sum	All	Lump Sum	400
	3/4"-0 Aggregate Base		Ton	1,200	20^{00}	24,000^{00}
	1"-0 Aggregate Base		Ton	103 ~~30~~	15^{00}	1,545^{00}
	3/4"-0 Aggregate Base, 4" Thick		Sq. Yd.	205	8^{00}	1,640^{00}
	Cement Treated Base Mixture		Ton	12,800 ~~13,100~~	10^{00}	128,000^{00}
	Portland Cement in CTB Mixture		Ton	704 ~~731~~	70^{00}	49,280^{00}
	Class "C" Asphalt Concrete Mixture		Ton	6,910^{00} ~~6,525~~	17^{00}	117,470^{00}
	Asphalt Cement in Mixture		Ton	398 ~~373~~	170^{00}	67,660^{00}
	Hydrated Lime in Mixture		Ton	83 ~~78~~	200^{00} ~~1~~	16,600^{00}
	8-inch Storm Sewer Pipe		Lin. Ft.	1,456 ~~1,506~~	35^{00}	50,960^{00}
	10-inch Storm Sewer Pipe		Lin. Ft.	295	40^{00}	11,800^{00}
	Extra for Pipe Under Pavement		Lin. Ft.	307	15^{00}	4,605^{00}
	Concrete Manholes		Each	1	3,000^{00}	3,000^{00}
	Concrete Inlets, Type "CG-2"		Each	5	400^{00}	2,000^{00}
	Concrete Inlets, Type "P"		Each	41 ~~43~~	350^{00}	14,350^{00}
	Concrete Walks		Sq. Yd.	7280 ~~7354~~	13^{00}	94,640^{00}
	Concrete Driveways		Sq. Yd.	1,190 ~~823~~	16^{00}	19,040^{00}
	Concrete Stairs		Lin. Ft.	26	40^{00}	1,040^{00}
	~~Stamped Concrete Surfacing~~		~~Sq. Yd.~~	~~420~~		
	Reinforced Concrete Surfacing		Sq. Yd.	25	35^{00}	875^{00}
	Concrete Curbs, Type "A"		Lin. Ft.	6,394 ~~[illegible]~~	5^{00}	31,970^{00}

SUMMA--BID SCHEDULE--COST E TIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Unit 2 Hollywood District Transportation Project (Portland)		COUNTY Multnomah	SHEET 3 OF 5
KIND OF WORK Grading, Paving, Signing Illumination, Traffic Signals, Landscaping	KEY NUMBER	LENGTH 0.53 mile DATE 11-8-84	NAME Kesters

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Curbs, Type "C"		Lin. Ft.	1,335	4^{00}	5,340^{00}
	Stamped Concrete Surfacing, Island		Sq. Yd.	72	30^{00}	2,160^{00}
	Extra for Asphalt Approaches		Sq. Yd.	169	5^{00}	845^{00}
	Drainage Curbs		Lin. Ft.	134	6^{00}	804^{00}
	Adjusting Manholes		Each	23 ~~24~~	175^{00}	4,025^{00}
	Adjusting Boxes		Each	15	100^{00}	1,500^{00}
	Adjusting Handrail		Each	2	100^{00}	200^{00}
	Adjusting Vault		Each	4	500^{00}	2,000^{00}
	Abandon Oil Tank		Lump Sum	All	Lump Sum	100^{00}
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	500^{00}
	Sign Support Footings		Lump Sum	All	Lump Sum	2,400^{00}
	Single Post Slip Base Sign Supports		Lump Sum	All	Lump Sum	4,000^{00}
	Type "U ~~AA~~" Signs in Place		Sq. Ft.	267	25^{00}	6,675^{00}
	ILLUMINATION					
	Pole Foundations		Lump Sum	All	Lump Sum	42,647^{00}

34-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Unit 2 Hollywood District Transportation Project (Portland)		COUNTY Multnomah		SHEET 4	OF 5
KIND OF WORK Grading, Paving, Signing Illumination, Traffic Signals, Landscaping	KEY NUMBER	LENGTH 0.53 mile	DATE 11-8-84	NAME Kester	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Roadway Lighting Poles and Arms		Lump Sum	All	Lump Sum	33,924.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	Lump Sum	12,600.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	Lump Sum	104,679.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	575,800.00
	LANDSCAPING					
	Furnishing and Planting Deciduous Trees		Each	236 ~~240~~	250.00 ~~180.00~~	59,000.00
	Furnishing and Planting Shrubs		Each	686	10.00 ~~20~~	6,860.00
	Furnishing and Planting Ground Cover		Each	517	1.00 ~~2.00~~	517.00
	Soil Conditioner		Lump Sum	All	Lump Sum	100.00
	Bark Mulch		Lump Sum	All	Lump Sum	150.00
	Irrigation System		Lump Sum	All	Lump Sum	5,500.00
	Bench		Each	24	675.00	16,200.00
	Bicycle Rack		Each	15	150.00	2,250.00
	Precast Concrete Planter		Each	75	600.00	45,000.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Unit. 2 Hollywood District Transportation Project (Portland)

COUNTY Multnomah

SHEET 5 OF 5

KIND OF WORK Grading, Paving, Signing Illumination, Traffic Signals, Landscaping

KEY NUMBER

LENGTH 0.53 mile

DATE 11-8-84

NAME Kesterson

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Round Tree Grate		Each	18	475.00	8,550.00
	Rectangular Tree Grate		Each	146 ~~148~~	900.00	131,400.00
	Square Tree Grate		Each	70 ~~74~~	550.00	38,500.00
	Waste Receptacle		Each	30	500.00	15,000.00
	Relocate Existing Bicycle Rack		Each	7	50.00	350.00

734-1736 (REV. 2-84)

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10068
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated June 1, 1984.

Approval of this request will involve an increase of $62,400.00 in total cost and obligation of $53,041.00 in Federal funds with revised financing as follows:

	Appn Code	TEC	FF	%
Present	---	$ 337,650.00	$ 287,002.00	85
Previous	580	60,671.00	51,569.87	85
Previous	772	214,579.00	182,391.13	
Difference	580	$ 62,400.00	$ 53,041.00	

This request replaces our previous submission of June 12, 1984 since the City of Portland requested an additional $25,000 be added to the estimated cost for work by their forces.

CL:bkb
Attachment
cc: F.E. Terpin
K. Bunk
G. Zehner
S. Williams

Form 734-3122

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1984

In Reply Refer to
File No.

CON 5

Stein Contracting, Inc. & Terrell Stein, J.V.
4902 SE Harvey
Milwaukie, OR 97222

Time Extension Request
Hollywood District Transportation Project, Unit 1
Contract No. 9827
FAP No. IX-IXG-9326(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 21 calendar days due to delays resulting from non-performance by a subcontractor and slow delivery of materials by suppliers. These are not valid reasons for contract time adjustment in accord with Section 108 of the contract Standard Specifications and your request must be denied.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	Mike Smith	w/att.
	Brett I. Kesterson	w/att.

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: September 21, 1984

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: HOLLYWOOD DISTRICT TRANSPORTATION
PROJECT, UNIT 1
Contract No. 9827

Attached is a time extension request from the contractor, to extend the contract time from September 15, 1984, to October 6, 1984, for the three reasons listed on the request.

The Project Manager, Brett Kesterson, has correctly and adequately analyzed the three items, and I concur in his recommendation that no additional time be granted.

9-26-84

W. E. Schwartz —

I concur with Region and Project Manager and recommend that this request be denied.

O. B. Jackmond

MC/gw
Attachment

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ SEP 24 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

81-125-1367

9827

8-28-84

ENGINEER'S NARRATIVE

Hollywood District Transportation Project, Unit 2
FAU 9326 (NE Sandy Blvd.)
Prefix No. 726-1923

This documentation is intended to serve as a guide to the design of Unit 2 of the Hollywood District Transportation Project.

LOCATION/SETTING

The Hollywood District is a business and residential district in Northeast Portland. The project area is bounded by NE 37th Avenue on the west, NE 47th Avenue on the east, NE Tillamook Street to the north, and NE Halsey Street to the south.

The major arterial serving the Hollywood District is NE Sandy Boulevard. NE Sandy Boulevard is a state highway and a major commuter route connecting the eastern part of Multnomah County with downtown Portland. The street has two-way traffic with an AWDT of 22,700 vehicles.

EXISTING CONDITIONS

The following streets will be affected by construction:

(STREET)	FROM (STREET)	TO (STREET)	LENGTH (FEET)	R.O.W. WIDTH FEET	STREET WIDTH FEET
NE Sandy	37th	47th	2983	80	55-60
Broadway	37th	42nd	1186	60-80	42-60
NE 42nd	Halsey	Hancock	1047	55-60	38-43
NE 41st	Broadway	Sandy	149	50	35
NE 39th	Sandy	Broadway	108	60	36-43

In addition, small sections of NE 40th Avenue, NE 43rd Avenue, NE Hancock Street, and the intersection of NE 39th Avenue and NE Tillamook Street will be affected by the project.

The streets in the Hollywood District are very heavily used, and currently provide Level of Service E to F traffic flow conditions during peak hours. Many lane widths are substandard, particularly on NE Sandy Boulevard.

Pedestrian traffic in the Hollywood District is also very heavy. Many accidents have occurred on Sandy Boulevard and at the intersection of Broadway and 42nd Avenue. Handicapped pedestrian access is restricted in many parts of the district.

PROPOSAL

The streets and sidewalks in the commercial core of the Hollywood District will be reconstructed to accommodate the new traffic circulation plan designed for the district by the City of Portland Bureau of Traffic Management. This plan takes into account the concerns of the business community and the surrounding neighborhoods, and is compatible with the changes brought about by the adjacent Banfield Light Rail Project. The new traffic circulation plan, along with the elimination of left turns from Sandy Boulevard and the construction of standard width travel lanes, should improve district-wide traffic flow conditions to Level of Service C to D during peak hours.

Pedestrian facilities will be improved as a part of the project. The construction of curb extensions at key intersections will lessen the curb to curb walking distance for pedestrians. This will help to maximize the green time for vehicular traffic and make pedestrians more visible to drivers. The curb extensions will also provide room for the construction of adequate wheelchair ramps.

The project also provides for landscaping and the installation of street furniture. The Hollywood District is a major commercial center and needs an attractive environment conducive to retail business. The construction of the light rail and bus transfer stations at NE 42nd Avenue and Halsey Street will greatly increase the pedestrian traffic into and through the Hollywood District. The landscaping and street furniture are designed to make the district more attractive to these pedestrians, thereby promoting the use of mass transit facilities.

NE Hancock Street was closed from 42nd Avenue to Sandy Boulevard and a pedestrian plaza was constructed at this location as a part of Unit 1 of the Hollywood District Transportation Project. This plaza will serve as an area for pedestrian use in the heart of the district, in addition to functioning as a bus transfer location. A small landscaped plaza was also constructed at NE 45th and Sandy to serve as an area for pedestrian use and district identification. Both of these plazas were designed and constructed to be incorporated into Unit 2.

The streets to be rebuilt under Unit 2 of the Hollywood District Transportation Project are: NE Sandy from 39th to 43rd, NE Broadway from 39th to 42nd, NE 42nd from Halsey to Hancock, NE 41st from Broadway to Sandy, NE 39th from Sandy to Broadway, and NE Hancock from Sandy to 44th. Small sections of NE 40th and NE 43rd north and south of Sandy will be reconstructed, along with the intersections at NE 37th and Broadway and NE 39th and Tillamook. In addition, NE Sandy Boulevard will be cold-planed and overlayed from 37th to 39th and from 43rd to 47th.

DRAINAGE

Inlets and inlet leads will be constructed to accommodate the storm runoff from new construction. The existing storm system is adequate to handle the small additional runoff.

TRAFFIC SIGNALS

A computer operated signal system will be installed in the Hollywood District as a part of Unit 2. Existing signals using strain poles will be replaced by signals mounted on mast arms at: NE 37th and Broadway, NE 40th and Sandy, NE 41st and Sandy, NE 42nd and Sandy, NE 47th and Sandy, NE 47th and Halsey, NE 42nd and Halsey, and NE 42nd and Broadway. In addition, new signals will be installed at: NE 39th and Sandy, NE 39th and Broadway, and NE 43rd and Sandy. The new system will be powered and interconnected through underground conduit.

The traffic signal at NE 42nd and Hancock and portion of the signal at NE 42nd and Sandy were installed as a part of the Unit 1 of this project. These signals will be connected to the computerized system via underground conduit as a part of Unit 2.

ILLUMINATION

An integrated lighting system, powered through underground conduit, will be constructed as a part of Unit 2. This system will illuminate Sandy Boulevard from 37th to 47th, Broadway from 39th to 42nd, and 42nd from Halsey to Broadway.

Some street lighting was installed as a part of Unit 1 of the Hollywood project. This lighting will be connected to the integrated system during Unit 2 construction.

The street lighting system which is being replaced contains General Electric luminaires with specific photometric and physical characteristics. In order to ensure that a proper lighting pattern transition is provided between existing luminaires at each end of the project and the proposed system, the City would like to waive the "or equal" designation in specifying luminaires and specify the same model General Electric unit.

PERMANENT SIGNING

Eleven permanent guide signs will be installed as shown on the project plans. The signs will be Type "A" signs mounted on single post slip base sign supports. These sign supports were designed using OSHD standard drawing number 31105 and the design should be reviewed by the State.

IRRIGATION AND LANDSCAPING

Irrigation systems have been designed for the landscaped areas at NE 42nd and Halsey and at NE 42nd and Broadway. These systems need to be reviewed by the State, and revised if necessary, to ensure that the shrub head types, spacing, precipitation rates, and radius settings are in conformance with common practice. Street trees and planters will also be installed as a part of the project.

UTILITY TRENCH

A joint-use utility trench will be constructed on NE Sandy Boulevard, NE Broadway, and NE 42nd Avenue as a part of the project. This trench will contain conduit for traffic signals, street lighting, irrigation, cable television, electrical power, and telephone cables. Although the trench will be constructed as part of the contract, the individual utilities are responsible for providing and placing their own conduit and cable.

Pacific Power and Light Company and Pacific Northwest Bell Telephone Company have requested that the City include two lateral trenches for their use in the contract. The utilities will pay one hundred percent of the cost of these lateral trenches.

PAVEMENT DESIGN

The ODOT surface design unit performed the pavement design work for this project.

CONTRACT TIME

A 240 calendar day contract time has been specified to ensure ample time to order mast arms, light poles, and other items; and to allow time to coordinate and schedule the work.

It is vital to the businesses located in the Hollywood District that the project be completed prior to the Christmas shopping season. For this reason, the City would like to have the calendar day count begin on March 1, 1984, providing ample time for completion of the project prior to the holidays.

SUPPLEMENTAL FEDERAL REQUIREMENTS: HOUSING AND URBAN DEVELOPMENT (HUD) REGULATIONS

This project is funded partially with assistance from the Federal Government under Title I of the Housing and Community Development Act of 1974, as amended. Since these funds are being used, HUD regulations apply which are in addition to FHWA equal opportunity and labor standards provisions. These additional regulations are being transmitted to the Oregon State Highway Division with the project plans and special provisions, AND ARE CONSIDERED TO BE A PART OF THE CONTRACT DOCUMENTS. Please direct any questions concerning HUD regulations to Janet Wright in the City of Portland's Office of Fiscal Administration at (503) 248-4762. Her address is 1220 SW 5th Avenue, Room 400, City Hall, Portland, Oregon 97204.

Please direct any questions concerning this project to me at (503) 796-7557. My address is 1120 SW 5th Avenue, Room 838, Portland, Oregon 97204.

R. M. Millar, J

Roger M. Millar, Jr.

8-28-84

Date

UTILITY REPORT

Hollywood District Transportation Project, Unit 2
FAU 9326 (NE Sandy Blvd.)
Prefix No. 726-1923

This documentation is intended to serve as a guide to identifying the utilities that exist within the project area and any conflicts that may exist.

UTILITY LOCATION

All known underground utilities are shown on construction sheets of the project plans. The locations shown are approximate and final locations shall be determined by the utility companies in the field.

AFFECTED UTILITIES

The following organizations have existing utilities within the limits of Unit 2 of the project.

1. The City of Portland (water, sewer, and street lighting)
2. Pacific Northwest Bell Telephone Company
3. Pacific Power and Light Company
4. Northwest Natural Gas Company
5. Rogers Cablesystems

These utilities will be affected as follows:

1.a. The City of Portland Water Bureau will have to adjust valves, meters, water fountains and fire hydrants. In addition, three new fire hydrants will be installed. This work will be done, as an anticipated item, by the Water Bureau.

b. The City of Portland Water Bureau will have to install two new water meters. This work will be done, as an anticipated item, by the Water Bureau.

2.a. Pacific Northwest Bell will remove telephone poles as shown on the project plans.

b. Pacific Northwest Bell will install conduit in the utility trench on NE Sandy from 37th to 40th, on NE 42nd from Broadway to Weidler, and on NE Sandy from 44th to 45th.

c. Pacific Northwest Bell will adjust telephone booths as shown on the project plans.

3.a. Pacific Power and Light will remove and/or adjust power poles as shown on the project plans.

b. Pacific Power and Light will provide unmetered service to traffic signals as shown on the project plans.

c. Pacific Power and Light will provide unmetered service to street lighting as shown on the project plans.

d. Pacific Power and Light will provide unmetered service to two irrigation systems as shown on the project plans.

e. Pacific Power and Light will install primary and secondary electrical conduit in the utility trench on NE 42nd from Broadway to Weidler.

4. Northwest Natural Gas will adjust valves and meters as shown on the project plans.

5. Rogers Cablesystems will install conduit in the utility trench on NE Sandy from 37th to 40th and from 44th to 45th.

REIMBURSEMENT ELIGIBILITY

The work done by the City of Portland Water Bureau will be eligible for reimbursement.

All remaining work done by any utility company is not reimbursable.

UTILITY TRENCH

Two lateral trenches, approximately ninety-eight feet in length, will be constructed on NE 42nd Avenue between Broadway and Weidler under the bid item "Utility Trench". These lateral trenches are non-participating and will be paid for by the City of Portland.

UTILITY COORDINATION

Utility coordination is the responsibility of the City of Portland. The utility companies will receive copies of the plans and are mentioned in the project specifications.

R. M. Millar, J

Roger M. Millar, Jr.

8-28-84

Date

9827

r

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR Info Invss R/D D/R Sign Act File

Orig to
8/3

7. DATE AUTHORIZATION EFFECTIVE 6/14/84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project (Portland) Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Water facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/14/84 as requested in Mr. Fredrickson's letter of 7/5/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland Bureau of Water Works is approved for a TEC of $11,910; Federal Funds $10,123.

Note: That $200 Permit Fee is non-participating for Federal-aid and that $690 is to be charged to Construction Engineering Prefix.

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7827

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Admin.
FHWA - Oregon Division

7-173-1

4. PROGRAM NO.

5. ITEM NO 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to
7/20

RECEIVED
STATE HWY ENG.
JUL 1984
REFER TO Potter

7. DATE AUTHORIZATION EFFECTIVE 6-10-84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project (Portland) Unit 1

11. GENERAL DESCRIPTION OF WORK

Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-10-84 as requested in Mr. Fredrickson's letter of 7-5-84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 1 representing work to be performed by City of Portland forces is approved for a TEC of $150 Federal Funds $128.

14. DATE 7/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9827

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-16-84

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-14-84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project - Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-14-84 as requested in Mr. Fredrickson's letter of 7-5-84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 3 representing work to be performed by City of Portland Forces is approved for a TEC of $525 Federal Funds $446.

RECEIVED
STATE HWY. ENGR
JUL 19 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
7/20

14. DATE 7-16-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9827

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 12, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-IXG-9326(13)
Hollywood Dist. Trans. Project (Portland) Unit 1
NE Sandy Blvd., Contract 9827
Multnomah County

We have reviewed Mr. Mitzel's July 5, 1984 request for approval of the Order for Force Work No. 4. Federal funds can only be used for materials incorporated as a permanent part of the project. Maintenance tools and surplus equipment are not eligible.

Please code this order non-participating.

Sincerely yours,

Christianson
for Dale E. Wilken
Division Administrator

Attachment

cc:
OSHD (H Mitzel)w/att
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

WES
JAA
Orig to
7/18

S

June 21, 1984

Stein Contracting, Inc. &
Terrell Stein
4902 S.E. Harvey
Milwaukie, OR 97222

CON 5
#9827

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9827 for work on the Hollywood District Transportation Project (Portland), Unit 1, on N.E. Sandy Boulevard in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity & Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc:
C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Mike Smith
L. E. George
Merle Anderson

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503/224-4155 Telex No. 360-546

June 6, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Stein Contracting, Inc. and Terrell Stein
Contract No. 9827

Gentlemen:

Enclosed are two fully executed sets of Contract and Bond documents for the above contract for Hollywood District Transportation Project (Portland) Unit 1 Section of N. E. Sandy Boulevard in Multnomah County. Also enclosed is the required Certificate of Insurance.

Very truly yours,
CORROON & BLACK OF OREGON

Lynn Harris

Lynn Harris
Surety Department

Enclosures
cc Stein Contracting, Inc.

RECEIVED
JUN 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STEIN CONTRACTING, INC.
4902 SE Harvey
Milwaukie, Oregon 97222

May 29, 1984

OFFICE OF COMMISSION SERVICES
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

SUBJECT: Hollywood District Transportation Project (Portland) #9827
Unit 1

RE: MINORITY GOALS LETTER

Dear Commission Services:

Attached is the summary of those firms, items, totals, and percentages which constitute our compliance with the stated objectives on the above project.

We look forward to receiving a Notice to Proceed at your earliest convenience.

Sincerely,

Ninette E. Stein

Ninette E. Stein
President

Attachment

RECEIVED
MAY 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

ATTACHMENT -- MINORITY GOALS LETTER

TOTAL BID FROM STEIN CONTRACTING, INC: $198,688.

MBE GOAL ON PROJECT: 10%

DBE CONSTRUCTION

Item		Quantity	Unit Price	Total
24.	Concrete Walks	257 s.y.	18.00	4,626.00
25.	Concrete Driveway	37 s.y.	20.00	740.00
26.	Concrete Stairs	6 l.f.	50.00	300.00
27.	Stamped Concrete Surfacing	1105 S.Y.	20.00	22,100.00
28.	Concrete Curbs, Type A	589 L.F.	6.50	3,828.50
29.	Concrete Curbs, Type C	182 L.F.	4.50	819.00
			Total	32,413.50

MBE % = $32,413.50 - $198,688.00 = 16.31%

WBE GOAL ON PROJECT: 1%

Our own status as a certified WBE would fulfill this requirement, however, we have elected to use the following as well:

S & L LANDSCAPE

Item		Quantity	Unit Price	Total
15.	Furn & Place Topsoil	L.S.	880.00	880.00
37.	Furn & Plant Conifers	10 ea.	120.00	1,200.00
38.	Furn & Plant Deciduous Tree	20 ea.	220.00	4,400.00
39.	Furn & Plant Shrubs	86 ea.	9.00	774.00
40.	Furn & Plant Ground Cover	264 ea.	1.00	264.00
41.	Soil Conditioner	L.S.	300.00	300.00
42.	Bark Mulch	L.S.	300.00	300.00
43.	Irrigation System	L.S.	5,000.00	5,000.00
			Total	$13,118.00

WBE % = $13,118 - $198,688 = 6.6%

RECEIVED
MAY 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: June 12, 1984

In Reply Refer to File No. PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10068
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated June 1, 1984.

Approval of this request will involve an increase of $37,400.00 in total cost and obligation of $31,791.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$312,650.00	$265,752.00	85
Previous	275,250.00	233,961.00	
Difference	$ 37,400.00	$ 31,791.00	

RHZ:cm
Attachment

cc: E. L. Hardt (Metro)
F. E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 13 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Form 734-3122

9827

June 5, 1984

[illegible]

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
  Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On May 24, 1984 we received a satisfactory bid from Stein Contracting, Inc. and Terrell Stein, of Milwaukie for the Hollywood District Transportation Project, Unit 1.

The City share of the construction cost is computed as follows:

Contractor's Bid		$198,688.00
Anticipated Additional Items:		
Permanent Signing	$ 525.00	
Permanent Striping	150.00	
Signal Controller Testing	1,200.00	
Bureau of Waterworks	12,800.00	
Concrete Maintenance Tools	625.00	
Soil & Shrubs for Planters	10,000.00	25,300.00
SUBTOTAL		$223,988.00
Contingencies (4 1/2%)		10,079.46
Engineering (9%) by City (Not Included)		- 0 -
TOTAL FOR COMPUTATION OF CITY SHARE		$234,067.46
Less Federal Funds (Includes 100% Federal Funds for Traffic Signals)		(206,199.00)
TOTAL CITY SHARE		$ 27,868.46
Less 66% Early Deposit Rec'd 5-18-84		$(19,680.00)
CITY SHARE & ADDITIONAL DEPOSIT		$ 8,188.46
ROUNDED		$ 8,200.00

The contract for this project was awarded on June 1, 1984. Please increase your deposit in the Local Government Investment Pool by $8,200.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf
bcc w/AD #84-45: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-45 when deposit is made.

9827

May 4, 1984

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
 Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

We have advertised the Hollywood District Transportation Project, Unit 1, for bid opening on May 24, 1984.

The City's 65 percent, early deposit, share is computed as follows:

Total Estimated Const. Cost (Excluding Const. Engineering)	$ 275,230
Less Federal Funds (Includes 100% Fed. Funds for Traffic Signals)	(244,955)
Total Estimated City Share	$ 30,275

CITY'S EARLY DEPOSIT: 65% of $30,275 = $19,680

Please submit your $19,680 deposit using one of the three options for payment described in the attachment.

The construction estimate is confidential, please treat it accordingly.

Very truly yours,

5-18-84
LGIP $19,680
G

Gary A. Potter, Manager
Program Section

GEZ:bkb
Attachment
bcc w/AD #84-37: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-37 when deposit is received.

9827

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project, Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Transit facilities and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

It should be noted that "Maintenance Tools for Stamped Concrete" are not eligible for Federal-aid participation.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $282,361, Federal Funds $251,177.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9827 P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-IXG-9326(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project, Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Transit facilities and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 4/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

It should be noted that "Maintenance Tools for Stamped Concrete" are not eligible for Federal-aid participation.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $282,361, Federal Funds $251,177.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84

FHWA - Oregon Division

5. ITEM NO. 10068

Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/2/84

8. FEDERAL ROUTE NUMBER: FAU 9326

9. STATE ROUTE NUMBER: Primary 59

10. GENERAL LOCATION:

Hollywood District Transportation Project, Unit No. 1

11. GENERAL DESCRIPTION OF WORK

Transit facilities and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

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The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
R/D Act File

Orig w/att. to
5/8

14. DATE: 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9827

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hollywood Dist. Transportation Project-N.E. Sandy Blvd. FAU 9326

REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	4	726-1923	5/1/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 1,600
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		265,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT		44,050	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		200	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 337,650
PREVIOUS AUTHORIZATION		$ 275,250
ADD. AUTH. REQUIRED		$ 62,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-9326 (6)

LOCATION ENGINEER'S REMARKS

This project has been designed as two separate contracts for construction. The first Unit has been submitted. Unit II is expected by October of 1984.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC ?? 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

PREPARED BY Curtis H. [illegible]	DATE 5-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X C.O. Fredrickson	DATE 6-7-84
RECOMMENDED, REGION ENGINEER X [illegible]	DATE 5/1/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE 6-6-84
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 6/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/6/81, 4/19/82, 3/30/84 & 11/26/84	

734-1914 (7-82)

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10068
Project No. IX-IXG-9326(13)
Hollywood District Transportation Project
(Portland), Unit 1
Sandy Boulevard Highway
Multnomah County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 24, 1984.

Project concept is based on the November 21, 1980 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:DRH:bkb
Attachments
cc: Ed Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Gary Zehner (w/att.)
General Files

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. April 26, 1984

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 30BUS, Hancock & Tillamook (Portland)	ADT	PRESENT 23,500*	FUTURE ---- YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Mini Park & T. Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-IXG-	NUMBER 9326	SEQ. NO. (13)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Multnomah	CODE 051
	NAME OF URBAN AREA Portland	ROUTE NO. U FEDERAL-AID 9326*	STATE 59 U.S. 30BUS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS City
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y021 Y022 Y031	(12) (12) (12)	"Hollywood District Transportation Project (Portland), Unit 1"	0.0	300,000	(I-505) 255,000	---	45,000
CARD 1	CODE	PREPARED BY JLG					PROJECT TOTALS	0.0	300,000	255,000	---	45,000
1		PROGRAM APPROVAL DATES 10-1-83										

*Sandy Blvd.

REMARKS
Additional Data: Item No. 10068; Project Nos. IX-9326(6) & (10).

Key #

-over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1
(REV. 4-61)

April 26, 1984

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30BUS, Hancock & Tillamook (Portland)		23,500*	----	----	10	Oregon	41	177	10068

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
k & T. Signal								IX-IXG-	9326	(13)		

AL FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah CODE 051

AREA: Portland

ROUTE NO. U FEDERAL-AID 9326* STATE 59 U.S. 30BUS

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) Y021 Y022 Y031	(12) (12) (12)	"Hollywood District Transportation Project (Portland), Unit 1"	0.0	300,000	(I-505) 255,000	---	45,000	
ARED BY	JLG		PROJECT TOTALS	0.0	300,000	255,000	---	45,000	

GRAM APPROVAL DATES: 10-1-83

*Sandy Blvd.

REMARKS
Additional Data: Item No. 10068; Project
Nos. IX-9326(6) & (10).

-over

USCOMM DUSCOMM-DC 40905-P61

Remarks: continued

Project Data: The work consists of the following:

1) Construct mini parks requiring a) grading, removal of walks and curbs, construction of plaza areas, walks, planter boxes, installation of irrigation system, furnishing and placing topsoil, fertilizing and mulching, planting trees, shrubs and vines; b) installing benches, drinking fountains, litter receptacles, bicycle racks and lighting.

2) Install traffic control signals at NE 42nd Ave. and Sandy Blvd., and at NE 42nd Ave and Hancock St.

3) Incidentals common to this type of construction.

Maintenance and Accommodations of Utilities: A State-City Agreement No. 7417 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively was executed May 6, 1981.

Data for FHWA 37:

"IX"--Type Code Y021--Safety rest areas & scenic overlooks--$165,000
"IX"--Type Code Y022--Comfort & convenience facilities------$ 55,000
"IXG"-Type Code Y031--Traffic signals------------------------$ 80,000

Note: 1. Project is in Congressional District No. 3.
2. Included in FY '84 AP in 6 Yr. HIP on page 109, and MSD Fy '84 AE/TIP on page 27, as project #10, and in concept program on page 9 as #18.

7827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 26, 1984

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10068	IX-IXG-9326(13)	Hollywood District Transportation Project (Portland), Unit 1 #OR 820126-091-2

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

Section Hollywood District Transportation Project Programming Estimate $

Highway NE Sandy Blv. \Unit 1 Project Length —

9827

County Multnomah Completion Time all except signals 90 C.D. all work 180 C.D

Kind of Work Grade, Pave, Illum, Landscape, Signals Est. Comp. Date Dec 31, 1984

Prefix 726-1923-921 Letting Date May 24, 1984 Project No. IX-IXG-9326(13)

Rec'd 4/25/84 @ 12:25 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 224,028.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	525.00	
Permanent Pavement Striping.	150.00	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 25,300
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	1200.00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Bureau of WaterWorks installations	$12,800.00	
Maintenance Tools for Stamped Concrete	625.00	
Soil and Shrubs for Planters	10,000.00	
________		
________		
Adjust Utilities:		
________		
________		
Subtotal		$ 249,328.00
Contingencies (4-1/2%)		11,219.76
Engineering (~~8~~, 9, ~~10%~~)		22,439.52
Subtotal		$ 282,987.28
Credit for ________		
Estimated Net Authorization, Construction		$ 282,987.28

APPROVED Cl: Wayne Schulte

Road Design Engineer

Rec'd.
4-25-84
E

Rev. 11/81

SUMMARY BID SCHEDULE—COST ESTIMATE

OREGON STATE | HIGHWAY DIVISION

Section Hollywood District Transportation Project (Unit 1)	County Multnomah		Sheet 1	of 3
Kind of Work Roadwork, Signal, Illumination, Landscaping	Length 0.10	Date 2/17/84	Name R. Millar	

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	1100050	L.S.	ALL	6,350.00	6,350.00
	Temp. Prot. & Direction of Traffic	1110010	L.S.	ALL	7,409.00	7,409.00
	Temporary Signs	1110020	S.F.	517	10.00	5,170.00
	Temporary Barricades - Type III	111004	EA.	2	100.00	200.00
	Temporary Concrete Barrier	1110180	L.F.	525	10.00	5,250.00
	Temporary Plastic Safety Markers	1110260	EA.	8	50.00	400.00
	Flagmen	1110360	HR.	200	10.00	2,000.00
	Temporary Amber Flasher	111	EA.	14	140.00	1,960.00
	Temporary Wooden Walk	111	L.F.	105	20.00	2,100.00
	ROADWORK					
	Removal of Curbs	2020200	L.F.	658	3.00	1,974.00
	Removal of Inlets	2020260	EA.	2	100.00	200.00
	Removal of Pavement	2020280	S.Y.	982	3.00	2,946.00
	Removal of Walks and Driveways	2020460	S.Y.	582	6.00	3,492.00
	Embankment in Place	2030480	C.Y.	459	20.00	9,180.00
	Furnishing and Placing Topsoil	225	L.S.	ALL	760.00	760.00
	3/4"-0 Aggregate Base, 2" Thick	3040290	S.Y.	71	4.00	284.00
	1"-0 Aggregate Base	3040410	TON	107	15.00	1,605.00
	Cement Treated Base Mixture	3080020	TON	41	12.00	492.00
	Cement in C.T.B. Mixture	3080040	TON	2	70.00	140.00
	Class B Asphalt Concrete Mixture	4030100	TON	34	17.00	578.00
	Class C Asphalt Concrete Mixture	4030300	TON	31	17.00	527.00
	Asphalt Cement in Mixture	4031100	TON	4	170.00	680.00

734-1736 (8-81)

SUMMARY—BID SCHEDULE—COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Hollywood District Transportation Project (Unit 1)	County: Multnomah	Sheet 2 of 3	
Kind of Work: Roadwork, Signal, Illumination, Landscaping	Length: 0.10	Date: 2/17/84	Name: R. Millar

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe	6031410	L.F.	162	35.00	5,670.00
	Extra Pipe Under Pavement	6031700	L.F.	162	15.00	2,430.00
	Concrete Inlets, Type P	6040810	EA.	4	350.00	1,400.00
	Concrete Walks	6080030	S.Y.	257	14.00	3,598.00
	Concrete Driveway	6080370	S.Y.	37	17.00	629.00
	Concrete Stairs	6080490	L.F.	6	4.00	24.00
	Stamped Concrete Surfacing -	608	S.Y.	1105	35.00	38,675.00
	Concrete Curb, Type A	6090060	L.F.	589	5.00	2,945.00
	Concrete Curb, Type C	6090090	L.F.	182	3.50	637.00
	~~Extra for~~ Asphalt Approaches	610	S.Y.	71	5.00	355.00
	Removal of Existing Sign Installations	6410025	L.S.	ALL	550.00	550.00
	ILLUMINATION					
	Pole Foundations	651	L.S.	ALL	3,778.00	3,778.00
	Roadway Lighting Poles and Arms	651	L.S.	ALL	1,889.00	1,889.00
	Luminaires and Ballasts	651	L.S.	ALL	1,889.00	1,889.00
	Switching, Conduits, Wiring, Lamps, etc.	651	L.S.	ALL	944.00	944.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation Complete	6610075	L.S.	ALL	65,000.00	65,000.00
	LANDSCAPING					
	Furnishing and Planting Conifer Trees	6820010	EA.	10	180.00	1,800.00
	Furnishing and Planting Deciduous Trees	6820025	EA.	20	180.00	3,600.00
	Furnishing and Planting Shrubs	6820125	EA.	86	20.00	1,720.00
	Furnishing and Planting Ground Cover	6820300	EA.	264	1.00	264.00
	Soil Conditioner	682	L.S.	ALL	69.00	69.00

734-1736 (8-81)

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Hollywood District Transportation Project (Unit 1)		County Multnomah	Sheet 3	of 3
Kind of Work Roadwork, Signal, Illumination, Landscaping		Length 0.10	Date 2/17/84	Name R. Millar

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Bark Mulch	682	L.S.	ALL	140.00	140.00
	Irrigation System	6850500	L.S.	ALL	3,500.00	3,500.00
	Bench	8001420	EA.	10	675.00	6,750.00
	Litter Receptacles	8001940	EA.	4	460.00	1,840.00
	Round Tree Grates	800	EA.	14	475.00	6,650.00
	Square Tree Grates	800	EA.	3	650.00	1,950.00
	Precast Concrete Planter	800	EA.	23	495.00	11,385.00
	Racks, Bicycle	800	EA.	2	125.00	250.00
						224,028.00

734-1736 (REV. 2-84)

59

726-1923

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: April 12, 1984

FROM: Donald E. Fantz
DONALD E. FANTZ
Project Coordinator

SUBJECT: Hollywood District Transportation Project
Unit 1
Portland Section

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wekerlig

RECEIVED
APR 13 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up
Action

Attached is the City's response to our final design unit review comments. This letter also includes response to telephone comments by the specification section and cost analysis unit.

I would like to emphasize two points in that response. Their letter explains the reason that treated base should be left under the type A curb in one area of the project. It also explains why two sizes of aggregate are preferred in the construction.

The City has asked us to modify the irrigation plan sheet to show the correct head type, spacing, percipitation rates, and radius settings as needed.

The specification unit had asked about using one class of AC pavement and also who was to be designated as the project manager in the special provision. The City of Portland prefers to use Class C wearing coarse and Class B base coarse as shown on the typical sections. The project manager's name and address are in the City's transmittal letter.

The cost analysis unit had asked the City to comment on including light poles and landscape along with the signal work allowed in the extended time of completion. The City still prefers that the lighting and landscape work be done within the 90 day completion time. Their intent was to have the underground signal work completed in the first time period and the mast arms, signals, and wire installation be allowed in the extended time period.

po

cc: J. D. McClure
C. H. Duval

cc: [illegible]
Spec. - Fred Erikson
Dept.

Attachments
Retained w/Job [illegible]

[illegible] File

81-125-1307

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

OM MRE OE PPM CE
TOS ME
US 4-11-84 PDM
CSA Metro Region TAM
SO PA EM BUD LM

April 11, 1984

Oregon Department of Transportation
Attn: Don Fantz
9002 SE McLoughlin Blvd.
Milwaukie OR 97222

RE: Hollywood District Transportation Project, Unit One
File No. 726-1923

The purpose of this letter is to comment on the required changes and suggested revisions to the subject project that were attached to your letter of April 4. Attached is the set of plans that you sent to us, with my comments marked in blue.

In response to the changes recommended by your final design unit in Mr. Adam's memo of March 30:

1. Sheet 2 -- I recommend leaving the cement treated base under the curbs around the plaza at NE 42nd Avenue and Sandy Blvd. We will be excavating both Sandy and 42nd as a part of Unit 2 of the Hollywood project. The new section will consist of a five inch thick asphalt concrete surface on a twelve inch thick cement treated base. I used aggregate base instead of cement treated base under the new asphalt surface in Unit 1 for ease of excavation in Unit 2.

2. Sheet 2A -- Please revise head type, spacing, precipitation rates, and radius settings as needed. There is no one in our office with sufficient expertise in this area to bring the sprinkler head configuration into conformance with common practice.

   Please change the plans to specify a 12-inch pop-up plastic head.

   Please change the plans to specify a one station automatic controller of type and make shown.

3. Sheet 2C -- Please change 3/4"-0 aggregate thickness under driveway connection surfacing from two inches to four inches. We chose to use two aggregate sizes on this project for ease of measurement. The 3/4"-0 aggregate for driveway connections will be measured on a square yard basis, while the 1"-0 aggregate base will be measured on a tonnage basis.

4. Sheet 2F -- Please make indicated changes to Sheet 2F. In addition, please add standard drawing number 2135 to the list of standard drawings on the title sheet.

5. Sheet 2J -- Please make indicated changes to Sheet 2J. Embankment in Place should be shown under the notes for sheets 3 and 4.

6. Sheet 3 and 4 -- Add pipe data as indicated.

7. Sheets 3 and 4 - Landscape comments.

   The types and sizes of groundcover and shrubs are indicated in the notes on sheets 3 and 4.

   The types and sizes of trees are indicated in Subsection 682.02 of the special provisions. Please add the following botanical names to Subsection 682.02:

   Trinity Pear - Pyrus Calleryana (Trinity)
   Scanlon Red Maple - Acer Rubrum Scanlon
   Skyline Honey Locust - Gleditsia Triacanthos Inermis (Skyline)
   Incense Cedar - Calocedrus Decurrens (Torr.) Florin

8. Sheet 3A -- Please see Brett Kesterson's letter of March 28, 1984 and the plans enclosed with that letter for changes to the grades on this sheet.

Other changes not mentioned above are also shown in blue on the plans.

The City's project manager for Unit One of the Hollywood District Transportation project will be:

Brett Kesterson, Project Manager (City of Portland)
1120 SW 5th Avenue, Room 838, Portland, OR 97204
Phone: 796-7163

If you have any questions or comments about these changes, please feel free to contact me at 796-7557. Thank you.

Sincerely,

Roger M. Millar, Jr.

Roger M. Millar, Jr.
Arterial Street Design and Construction Management
Bureau of Transportation Engineering

Enclosures

c: Brett Kesterson

RMM/am

ROAD DESIGN SECTION

DES 16

Donald Fantz
Project Coordinator

March 30, 1984

Donald R. Adams, P.E.
Final Design Engineer

Hollywood District Transportation Project
Unit 1, Portland Section
Multnomah County

Attached are prints of the subject project. The following changes are required:

1. Sheet 2 - Use aggregate base under Type "A" curb in the Hancock Plaza area instead of cement treated base.
2. Sheet 2A - Head spacing in both areas is not common practice. Distribution of water is not uniform. Some areas will wash and other areas will get no water. All heads need matched precipitation rates and similar radius settings. Normal practice is to space (and set) head-to-head, or at least 70% of radius.

   A 6-inch or 12-inch pop-up plastic head is available from Toro and others. It is greatly preferable to a steel riser pipe because of liability and vandalism problems. It also looks better because it disappears from sight when off.

   Either the note or specification for the automatic controller needs to show the number of stations. It would also be a courtesy to contact City maintenance and see if they have a preference for type and make. (Each controller is difficult to learn to program unless maintenance is already familiar with it.)
3. Sheet 2C - Use 4-inch thick (3/4"-0) crushed rock under driveway connection surfacing.
4. Sheet 2F - Corrections shown in red on print of Sheet 2F (enclosed) need to be made. The question of end treatment on precast concrete barrier needs to be resolved.
5. Sheet 2J - Change summary quantities as indicated to agree with plans. Embankment in place shows nowhere on the plans. Needs to be shown as Emb. In Place bracket under Profile.

6. Sheet 3 - Add pipe data note as shown on plan.

7. Sheets 3 and 4 - Landscape comments.

   The plants need a plant list or more specific information:

   Botanical Name

   Grade Class

   B&B or Bare-root allowed for trees.

   "Install tree" on notes doesn't agree with "furnish & plant" in specifications.

   The trees chosen will probably only be available from the City of Portland.

   The special provisions are old and need the revised form; the City should see our new book.

   We have no item for "street furniture". Specifications Unit will have to place this in our numbered system.

   Handy Nursey suggests planting Trinity Pear Trees 25 feet apart, but 15 feet will work.

8. Sheet 3A - Check and correct grades as indicated on plans.

Other suggested changes not mentioned above are also shown in red on the plans.

Attachments

cc Karl Keller

KK:ja

26-1923 Eriksen 59

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: March 29, 1984

FROM: JAMES D. McCLURE McClure
Project Development Engineer

SUBJECT: Hollywood District Transportation Project - Unit 1

The City of Portland has requested plan and specification modification to the subject project. Further review of the project plans by the City of Portland after the March 1, 1984 submittal has developed minor revisions to the plans and specifications. Almost immediately after their project plan submittal, the City of Portland indicated that additional review was underway and minor plan changes might develop. We had indicated that the ODOT Final Design Unit would apply minor changes to the plans and the method preferred to convey these changes.

The attached City transmittal and modified plan sheets very specifically outline changes required. Please make changes requested prior to further processing.

JDM:DEF:po

cc: Steve Macnab

Attachments

RECEIVED
MAR 30 1984
ROAD DESIGN SECTION

Versteeg
Anderson
7 Adams A
Macnab
Edwards
Terpin
Trout
Wabnitz

Do Not File ☐
Return To
Bring Up / /
Action

NOTED
F. ERIKSEN
Ret. to Rd. Design File

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10068
Project No. IX-9326(6)
Hollywood District Transportation Project
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated October 28, 1983.

Approval of this request will involve an increase of $41,262.00 in total cost and obligation of $35,072.00 in Federal Funds with revised financing as follows:

	Appn Code	TEC	FF	%
Present		$275,250.00	$233,961.00	85.0
Previous	(772)	214,578.00	182,391.13	
Previous	(580)	19,410.00	16,497.87	
Increase	(580)	$ 41,262.00	$ 35,072.00	

RHZ:blz
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Jon Rose (Metro
Gary Zehner ✓
Shirley Williams

mks

Form 734-3122

9827

2-15-84

ENGINEER'S NARRATIVE

Hollywood District Transportation Project (Unit 1)
FAU 9326 (N.E. Sandy Blvd.)

This documentation is intended to serve as a guide to the design of Unit 1 of the Hollywood District Transportation Project.

LOCATION/SETTING

The Hollywood District is a business and residential district in Northeast Portland. The major arterial street serving the Hollywood District is N.E. Sandy Boulevard. N.E. Sandy Boulevard is a state highway and a major commuter route connecting the eastern part of Multnomah County with downtown Portland. The street has two way traffic with an AWDT of 22,700.

EXISTING CONDITIONS

N.E. Sandy Boulevard has four travel lanes and two parking lanes. The proposed construction is in the heart of the business district in Hollywood. The majority of the construction will affect two smaller streets in the business district that are primarily used for local traffic circulation.

N.E. Hancock Street is 43 feet wide from curb to curb. It has two travel lanes and parking lanes on either side. The portion of N.E. Hancock Street affected lies between N.E. 42nd Avenue and N.E. Sandy Boulevard. This portion is 153 feet in length as measured along the street centerline.

N.E. Tillamook Street is 43 feet wide from curb to curb. It has two travel lanes and parking lanes on either side. The portion of N.E. Tillamook Street affected lies between N.E. 45th Avenue and N.E. Sandy Boulevard. This portion is 102 feet in length as measured along the street centerline.

PROPOSAL

N.E. Hancock Street will be closed between N.E. 42nd Avenue and N.E. Sandy Boulevard. A pedestrian plaza will be constructed to serve as an area for pedestrian use in the heart of the district. This street closure also helps solve the problem of the hazardous six-legged intersection at Sandy Boulevard, Hancock Street, and N.E. 43rd Avenue.

The eastbound lane of N.E. Tillamook Street will be closed between N.E. 45th Avenue and N.E. Sandy Boulevard. A small landscaped plaza at this location will be constructed to serve as an area for pedestrian use and district identification. This lane closure will also help alleviate a hazardous situation at Sandy Boulevard, Tillamook Street, and N.E. 46th Avenue by eliminating the left turn from Tillamook Street to Sandy Boulevard eastbound.

Construction on the Banfield Freeway has increased traffic on N.E. Sandy Boulevard substantially. For this reason the Hollywood District Transportation Project was divided into two units. Unit 2, to be constructed once the traffic situation returns to normal, will involve the reconstruction of: N.E. Sandy Boulevard from N.E. 39th Avenue to N.E. 43rd Avenue; N.E. Broadway from N.E. 39th Avenue to N.E. 42nd Avenue; N.E. 42nd Avenue from N.E. Halsey Street to N.E. Hancock; and the intersections of N.E. 37th Avenue and N.E. Broadway and N.E. 39th Avenue and N.E. Tillamook.

DRAINAGE

Inlets and inlet leads will be constructed to accomodate the storm runoff from the new construction. The existing storm system is adequate to handle the small additional runoff.

TRAFFIC SIGNALS

The signal at N.E. 42nd Avenue and N.E. Hancock Street will be replaced because of changes in the nature of the intersection. A portion of the signal at the intersection of N.E. 42nd Avenue and N.E. Sandy Boulevard will also be replaced in Unit 1. The mast arms for both of these signals have bases that are located in the pedestrian plaza area at 42nd, Hancock, and Sandy. The signals are being installed as a part of Unit 1 to eliminate any breaking and patching of the plaza surface.

A computer operated signal system will be installed in the Hollywood District as a part of Unit 2. The signals to be installed in Unit 1 are designed to be integrated into this interconnected system.

ILLUMINATION

An integrated lighting system, powered through underground conduit, has been designed for the Hollywood District and will be constructed as a part of Unit 2. However, to eliminate breaking and patching of the plaza surfaces and provide adequate illumination during the interim period, some lighting is included in Unit 1. In two cases only the poles will be installed. In three others, the poles and luminaires will be installed and the lights will be energized through temporary overhead connections. In all cases conduit will be placed under the new plaza surfaces in order to connect these lights to the district-wide system during Unit 2 construction.

CONTRACT TIME

Both the roadwork and traffic signal phases of construction are allowed 180 calendar days for completion. From previous experience the 180 calendar days should be ample time to order mast arms and allow for weather related construction delays.

SUPPLEMENTAL FEDERAL REQUIREMENTS: HOUSING AND URBAN DEVELOPMENT (HUD) REGULATIONS

This project is funded partially with assistance from the Federal Government under Title I of the Housing and Community Development Act of 1974, as amended. Since these funds are being used, HUD regulations apply which are in addition to FHWA equal opportunity and labor standards provisions. These additional regulations are being transmitted to the Oregon State Highway Division with the project plans and special provisions, AND ARE CONSIDERED TO BE A PART OF THE CONTRACT DOCUMENTS. Please direct any questions concerning HUD regulations to Martha McLennan in the City of Portland's Office of Fiscal Administration at (503) 248-4762. Her address is 1220 SW 5th Avenue, Room 400, City Hall, Portland, Oregon 97204.

TEMPORARY SIGNS

The City of Portland is going to install signs on the project approximately 2 weeks before the bid opening to warn the traveling public of the impending construction. These signs will be removed before the contractor mobilizes on to the site and are paid for by the City of Portland (not project participating).

Please direct any questions to me at (503) 796-7557. My address is 1120 S.W. 5th Avenue, Room 838, Portland, Oregon 97204-1971.

R. M. Millar, J.

Roger M. Millar, Jr.

Date 2/15/84

RMM:jw

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 10, 1984

In Reply Refer To
File No.:

JERRY MARKESINO
City of Portland
1120 SW 5th
Portland, OR 97204

HOLLYWOOD DISTRICT PROJECT

Attached is the documentation of additional Federal funding requirements for the Hollywood District (Sandy Blvd.) project. Please increase the preliminary engineering funding for this project by $34,903.

THEODORE A. SPENCE
Plan & Program Manager

Attachment

cc: Andy Cotugno

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 11 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: Hollywood District Project

Jurisdiction: City of Portland

Type of Federal Funds: [✓ e(4)] FAU Other ______ State Match __ Local Match ______

Sponsor: City of Portland

	MSD AUTHORIZATIONS FED. $	ESTIMATED COST FED. $
PE	198,889	233,792
R/W	163,200	163,200
Const.	2,432,000	2,407,125
Total	2,793,089	2,804,117

TOTAL ADDITIONAL FUNDS NEEDED: $34,903 for P.E.

COMMENTS:

RECOMMENDED ACTION: Have City of Portland increase MSD Authorization for P.E. by $34,903

[illegible] BY
[illegible]ICE

Preparer

1/[illegible]/84
Date

9827

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

ORIGINAL SIGNED B
GARY A. POTTER

DATE: December 30, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Project No. IX-9326(6)
Hollywood District Transportation Project
N.E. Sandy Blvd.
Multnomah County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner ✓
K. Bunk

2

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: October 28, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Hollywood District Transportation Project
NE Sandy Boulevard
Multnomah County
IX-9326(6)
726-1923

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification.

The City of Portland has decided to have two separate contracts for the project. Interaction with the Banfield Freeway project, splitting of the projects into two contracts, and the City's effort to gain approval of some minimum standard design elements have increased the monitoring costs.

The preliminary engineering costs are $275,050.

Attached is an itemization by P.E. function.

275,050 @ 85% - ±233,792 also P.A. auth.
MSTD Page 27 Item 10 198,889
± 34,903

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Costs & Records Specialist w/attachment

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
OCT 31 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ______________________
FOR ______________________

Contains Recycled Materials

IX-9326(6)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	2	000	$	5	500
902	Citizens Involvement						
903	Local Government		168	538		200	000
904	Consultants Fees		44	050		44	050
905	Final Design		1	000		3	000
906	Bridge Design		1	000		1	000
907	Preliminary Design					1	000
909	R/W Descriptions					2	000
910	Region Geology		4	000		4	000
911	Traffic Section			500		1	000
912	Landscape Department			100			200
913	R/W - Liaison		1	600		2	500
914	Region Utility Liaison			200			200
915	Audit Services						500
916	Photogrammetry						
918	Location						100
920	Program Management			200			200
921	Specifications		1	500		2	500
922	Adm Services (Engineering)			200			200
923	Environmental Section			200			200
924	DOT-Planning						
925	Air Monitoring						
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						
933	Surfacing Engineer					1	600
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic		5	500		5	500
937	Hydraulics						
938	Region Environmental						
949	Urban Studies Unit						
950	Training Courses						
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	230	588	$	275	250

SECTION: HOLLYWOOD DISTRICT TRANSPORTATION PROJECT

HIGHWAY: NE SANDY BLVD

COUNTY: MULTNOMAH

PREFIX: 726-1923

```
                              METROPOLITAN SERVICE DISTRICT
                           TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987                                                      PORTLAND URBANIZED AREA
                                          IN FEDERAL DOLLARS
EFFECTIVE OCTOBER 1, 1983
                              INTERSTATE TRANSFER/FEDERAL AID URBAN PROJECTS

                                            CITY OF PORTLAND
                                              (CONTINUED)
PROJECT DESCRIPTION
        ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR
        OBLIGATED       1983        1984        1985        1986        1987   POST 1987  AUTHORIZED EXCESS AUTH


***7 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND*********25*273*488*378************************************** MISC
INTERSTATE TRANSFER FUNDS
 PE             0          0     100,000     100,000     100,000     100,000     100,000     500,000           0
 CONST          0          0           0     900,000     900,000     900,000   1,800,000   4,500,000           0
 RESRV          0          0           0           0           0           0  -4,515,794  -4,515,794           0
 TOTAL          0          0     100,000   1,000,000   1,000,000   1,000,000  -2,615,794     484,206           0

***8 SIGNAL COMPUTER CONTROL EXPANSION*********26*379************************************************************ MISC
INTERSTATE TRANSFER FUNDS
 CONST     51,977      3,273           0           0           0           0           0      55,250           0

***9 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE*********27*307*306************************** FAU9565
INTERSTATE TRANSFER FUNDS
 PE       198,370        -55           0           0           0           0           0     198,315           0
 R/W      179,179          0           0           0           0           0           0     179,179           0
 CONST  3,910,000          1           0           0           0           0           0   3,910,001           0
 TOTAL  4,287,549        -54           0           0           0           0           0   4,287,495           0

**10 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH*********28*489******************************** FAU9326
INTERSTATE TRANSFER FUNDS
 PE       198,889          0           0           0           0           0           0     198,889           0
 R/W      163,200          0           0           0           0           0           0     163,200           0
 CONST          0  2,431,000           0           0           0           0           0   2,431,000           0
 RESRV          0          0           0           0           0           0           0           0           0
 TOTAL    362,089  2,431,000           0           0           0           0           0   2,793,089           0

**11 NW FRONT AVE-NW 26TH AVE TO NW KITTRIDGE*********29*308************************************************* FAU9300
INTERSTATE TRANSFER FUNDS
 CONST    522,074          0           0           0           0           0           0     522,074           0
```

ANNUAL ELEMENT YEAR

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9326(6)
Hollywood Transportation Improvement
Sandy Blvd., Exception to Design Standards

Date: November 4, 1983

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reivewed the data submitted with Mr. Adams' letter of October 28, 1983 regarding design standards on this project. There are two indepentent issues involved regarding roadway cross-section details.

Issue one deals with bikeway provisions on NE 42nd between Halsey and Sandy. The constraints and type of use expected on this section preclude the use of full standards for all vehicles and pedestrians. We concur in your proposed cross-section and method of handling bicycle traffic.

Issue two deals with lane widths on Sandy Blvd. between 42nd and 43rd. You have forwarded the City's request for a deviation from standards on this one block section. This particular block is adjacent to Hancock Plaza which is a relatively large pedestrian oriented area which should not be affected by the loss of two feet of sidewalk. The initial plan included street trees and other ameneties that limited functional use of portions of the sidewalk area. The sidewalk opposite from Hancock Plaza can still be maintained at 10 feet in width using minimum AASHTO standards. Bus zones are included on both sides of Sandy Blvd. at 8 feet widths. These are considered minimum since the modern bus is 9 feet wide.

We feel that a high priority should be placed on transportation function in this area because of potential bottlenecks caused by the heavy intermodal use. Transportation function should take priority over aesthetic features. Continuity of lane widths is also important on an arterial route such as this.

McClure proceeding
based on this response
A-

RECEIVED
NOV 07 1983
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up / /
Action

We do not concur in your proposed deviation from standards. The minimum acceptable section consists of four lanes of eleven feet width and two eight foot bus zones for a curb-to-curb width of 60 feet.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (E Hardt)
City of Ptld (R Schmidt)

October 28, 1983

Clifford T. Christianson
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

LOC 3

Design Standard Exceptions
Hollywood District Transportation Project

J. D. McClure, Project Development Engineer of the Metro Region, has requested on behalf of the City of Portland a formal response to their request for exception to ODOT design standards on the subject project. I have enclosed a copy of McClure's letter and other correspondence to help you refresh your memory on earlier discussions with the City and State on this matter.

Our Bicycle Engineer has reviewed the proposal and believes that it would be acceptable through the areas in question on 42nd Avenue. Metro Region supported the City's position and recommended this exception, also.

In the concern for standards on Sandy Boulevard, Metro Region has not taken a position supporting or not supporting the City's request for a 58-foot curb-to-curb paved street. The existing street width is 56 feet, curb-to-curb, with four travel lanes, on-street parking with bus zones on both sides, and existing 12-foot sidewalks. The proposed 58-foot width would reduce the 12-foot sidewalks to 11-foot sidewalks. As Mr. McClure points out, there is a wide-spread concern by the Neighborhood Association and Tri-Met over reducing the sidewalk width to less than 11 feet. Their concerns are expressed in the attached letters.

I believe we could live with the 58-foot pavement, as it represents an improvement over existing conditions for the motorists. However, the City of Portland has requested official positions from both ODOT and FHWA and, by this letter, I am requesting your position on the acceptability of 11-foot lanes in a 58-foot roadway on Sandy Boulevard for the short distance involved in this project.

Donald R. Adams, P.E.
Final Design Engineer

DRA:ja

Attachments

bc Ed Hardt
Jim McClure

9827

79-71

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

MULTNOMAH Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Hollywood District Transportation Project
N.E. Sandy Boulevard FAU9326

REGION: Metro Region

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	726-1923	10/17/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,500	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 1,600
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		-	934 GEOLOGY		
903 LOCAL GOVERNMENT		200,000	918 LOCATION		100	935 SOILS		
904 CONSULTANT		44,050	919 ENGINEERING GRAPHICS		-	936 REGION TRAFFIC		5,500
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		200	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX - 9326(6)

TOTALS	$	$ 272,250
PREVIOUS AUTHORIZATION		$ 230,588
ADD. AUTH. REQUIRED		$ 41,662

LOCATION ENGINEER'S REMARKS

The project will be constructed in two separate contracts.

PREPARED BY Ronald T. Noble	DATE 12-30-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell C. Schwartz	DATE 2/10/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7
RECOMMENDED, LOCATION ENGINEER X	DATE -	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

WHCS

9827

September 22, 1983

PRO-ACC

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

We have neglected to request the City's share of preliminary engineering for the Hollywood District Transportation Project.

The City Share is computed as follows:

Total Estimated P.E. Cost	$230,588
Less P.E. by City Forces	(168,538)
BALANCE	$ 62,050

City Share: 15% of $62,050 = $9,307.50 or $9,300

Please submit your deposit of $9,300 as described in one of the three options for payment on the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD # 83-80: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #83-80 when deposit is received.

9827

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hollywood District Transportztion Project
N.E. Sandy Blvd FAU9326

REGION 1

SURVEY AUTHORITY

AUTHORIZATION NO. #2 (Rev. #2)

PREFIX 726-1923

DATE 5-2-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		168,538	918 LOCATION			935 SOILS		
904 CONSULTANT		44,050	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		5,500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		100	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,600	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9326(6)

TOTALS	$230,588	$ 230,588
PREVIOUS AUTHORIZATION		$ 230,588
ADD. AUTH. REQUIRED		$ 0

LOCATION ENGINEER'S REMARKS

This revised authority reflects an approved supplemental to the consultants agreement.

Bring Up

PREPARED BY Phillip V. Lewellyn	DATE 5-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/5/83
RECOMMENDED, REGION ENGINEER X	DATE —	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-4-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/3/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9827

PROJEC, PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Hollywood District Transportation Project

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 (revised)

PREFIX: 726-1923

DATE: 11-19-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	170,488	170,488	918 LOCATION			935 SOILS		
904 CONSULTANT	42,100	42,100	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	5,500	5,500
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN	1,000	1,000	921 SPECIFICATIONS	1,500	1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200	200	946 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	4,000	4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	100	100	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	1,600	1,600	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES					

TOTALS	$ 230,588	$230,588
PREVIOUS AUTHORIZATION		$230,588
ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9326(6)

LOCATION ENGINEER'S REMARKS

This revised Survey Authority reflects the transfer of signal design work from the State to the City. The City has performed the field survey and is preparing the design. The State is monitoring the City work, is acquiring right-of-way, and will complete PS & E.

PREPARED BY	DATE 11-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X J H Wesley for	DATE 12-9-82
RECOMMENDED, REGION ENGINEER X	DATE 11/28/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 12/13/82
RECOMMENDED, LOCATION ENGINEER X Frank E. Pergin	DATE 12/8/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9827

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9326(6)
Hollywood Transportation Project
Consultant Supplemental Agreement

Date: July 12, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

MISC. CONTRACTS and
AGREEMENTS No. 11,907

The supplemental agreement submitted with Mr. Swan's June 17, 1982 letter has been reviewed. Since there is no change in scope or complexity of work the additional $150 fixed fee is not eligible for Federal funds. The overrun in actual cost is eligible under the terms of our previous authorization, Paragraph 7(d) of FHPM 1-7-2 and the terms of the original agreement.

The original consultant agreement states under "Payment", paragraph 2(f) that the maximum amount can only be increased by written authorization of the City. As long as the expenditures remain within the overall P.E. funding authorization the actual cost overrun will not require FHWA approval. If the city feels obligated to pay the added $150 on a non-participating basis they may also do that without FHWA approval.

**Original Signed By
G. K. HOSSNER
Field Operations
Engineer**

Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj Mgmt)
OSHD (M. Holmes, Proj Mgmt)

Distributed
7-15-82 MCH

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

JUL 15 1982

REFERRED TO________________
FOR ____________________

FILE: PM FA LG

9827 726-1923

1851

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

MA PDM PDE FFM SPC
~~ODOT-METRO~~

June 14, 1982

JUN 14 1982

BM PAR PPC FILE T/A

Don Fantz
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Subject: Audit Evaluation of Supplemental Agreement with Mitchell & Nelson Associates
Hollywood Transportation Improvements Project

Dear Don:

We have reviewed comments by Dettmar W. Jones in a memo to Vernon Skoog, dated June 4, 1982, regarding the supplemental agreement with Mitchell & Nelson Associates.

We concur with the corrected figure indicated for the consultant's overhead rate (124%), and the corrected subtotal of non-salary direct costs ($21,590), as described in the first three paragraphs of the June 4th memo.

With respect to Mr. Jones' comments on the request to increase the consultant's net fee by $150.00, we do not concur. As we indicated in previous correspondence, dated May 18, 1982, we have discussed the basis for granting the consultant a $150.00 increase in net fee with Mr. Cliff Christianson of FHWA. Mr. Christianson indicated that the basis was justifiable and felt that FHWA would reimburse such cost.

The delay was not due to the consultant, and it would be far more costly and time consuming to process changes recommended to the agreement. Therefore, we request that the supplemental agreement be executed with the $3,800 figure for "Net Fee", and the $44,045 figure for the "Total Estimate" and "Not to Exceed" line items. We understand that the City may be liable for the $150.00 difference if FHWA does not approve such payment.

We appreciate your attention to this matter. Corrected copies of the agreement are attached.

Sincerely,

Ernie Yuzon

Ernest L. Yuzon
Project Manager
Bureau of Street & Structural Engineering

ELY:jw

Attachments

cc: L. David Hill

cc Jon Rose
6/14/82

STATE OF OREGON
HIGHWAY DIVISION
External Audit - 378-2878

INTEROFFICE MEMO

FILE: ACC 5-4

DATE: June 4, 1982

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones D. W. J.
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Portland/Mitchell & Nelson
Hollywood District Improvement
Supplemental Agreement

As requested by memo dated May 26, 1982 from D.E. Swan, Program Control Engineer, and as required by federal and state procurement procedures, I have reviewed the fiscal provisions of the subject agreement.

Section B, paragraph~~s~~ 1 (b) should show the overhead as 124%, with the dollar amount unchanged. Exhibit "B" page 1 is computed incorrectly. When all 4 of the adjustments (ineligible G & A O/H) are deducted the net rate should be 123.13%, very similar to the computation in the original agreement. In Exhibit "B" page 3 the O/H is actually computed @ 124% and should so read. We can allow the rounded 124% because O/H costs are likely to exceed the estimates during the project period and they will be adjusted by audit to actual cost upon completion if within the project authroized maximum cost.

Further on Exhibit "B" page 3 the subtotal of non-salary direct costs should read $21,590 due only to a typo error. Reflect the same correction to Section B, paragraph 1(c).

Section B, paragraph 1(d) probably should be omitted. The increase of Net Fee by $150 (20% x $735, the loaded labor increase) does not appear reasonable without support such as additional manhours, extension or change in scope of project, or additional responsibility and investment by Consultant.

Reduction of the total estimate by the proposed Net Fee increase would make it $43,895, which could be rounded to a total "not to exceed, $44,000. If this figure be acceptable the appropriate changes should be made in both Exhibit "B" and the narrative Section B paragraph 1(f).

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

81-125-1307

Contains Recycled Materials

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

May 18, 1982

MA PDYA PDE FPM SPC
ODOT-METRO

MAY 19 1982

BM PAR PPC FILE T/A

Don Fantz
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Subject: Amendment to Consultant Agreement
Hollywood Transportation Improvement Project

Dear Don:

Attached for ODOT and FHWA signatures are three copies of a supplement to our agreement with Mitchell & Nelson Associates. This supplement provides for an increase of maximum fee to the consultants due to an unforeseen delay of six months by the City and ODOT in finalizing the agreement.

We have previously discussed this with Cliff Christianson, FHWA, and he has given his verbal concurrence. We feel the adjustment is justified on the basis that the consultant was delayed from doing the work and, therefore, not able to collect his fee in a timely manner. This prevented him from being able to capitalize on that income and additionally was adversely affected by inflation.

Thank you for your attention to this matter. Please return all three (3) copies of the supplement to Doris Harmon, Auditor's Office, City Hall, 1220 SW 5th Avenue, Portland, Oregon 97201.

Sincerely,

Ernie Yuzon

Ernest L. Yuzon
Project Manager

ELY:jw

Attachments

cc: Doris Harmon

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
MAY 24 1982
REFERRED TO
FOR
FILE: PM FA LG.

From Metro JON ROSE	Date 5-20-82
To BUZ SWAN	
[✓ Proj. Mgmt.] Traffic Region I Accounting	

Comments: The attached supplemental consultant agreement has been submitted by the City. In addition, but not mentioned, the consultant has asked for an additional 30 days time at no increase in cost. Please process as necessary.

Jon Rose

9827

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 3, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-9326(10)
Hollywood District Transportation Project
Multnomah County
Files 52911, 52912 & 52913

I request authorization to proceed with the actual acquisition of the above listed properties on the subject project at an estimated total cost of $20,000 with Federal funds of $17,000. The interests to be acquired consist of vehicular access restrictions as indicated in red on the enclosed copy of sheet four of right-of-way map 9B-20-23.

Enclosed also is a revised sheet 2 of right-of-way map 9B-20-23 which reflects a reduction in the area needed for right-of-way on file 52583.

Authorization to acquire the three additional files will require a revision in financing as follows:

	Appn Code	Total Cost	Fed. Funds	Pro Rata
Present	580	$172,000.00	$146,200.00	85%
Additional	580	20,000.00	17,000.00	85%
TOTAL		$192,000.00	$163,200.00	

CL:bkc
Enc.

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, PE
Program Management Engineer

DATE: June 2, 1982

FROM: F. C. Lowe F C Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: Hollywood District Transportation Project
Sandy Boulevard
Multnomah County
IX-9326(10)

We have received three additional files on the above project. The acquisition of this right-of-way is estimated at $20,000 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers Files 52911, 52912 and 52913 as shown on map 9B-20-23.

FCL:jr
Attachments

with
T.C $173,000
F.F 146,000 -

T.C. 173,000
F.F 163,200 -

need $17,000 - addnl F.F.

cc: Earl Mershon

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 2 1982
REFERRED TO
FOR
FILE: PM FA LG.

KEH

81-125-1387

9827

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8386
Date: March 17, 1982

File No: 726-1923 (100)

TO: FRANK E. TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Hollywood District Transportation Project
N.E. Sandy Boulevard
City of Portland
Multnomah County

I request your approval of the attached Authority for Survey No. 2 for this project. This is an Interstate Transfer Project sponsored by the city of Portland.

Regarding justification for this increase, we originally obligated preliminary engineering in the amount of $223,000 TEC, the amount of Authority for Survey No. 1. Because federal funding was short in FY 1982, the city requested that we transfer part of the obligation for preliminary engineering on this project to fund Arterial Overlays, Phase 2. We made this transfer but we did not revise the Authority for Survey to reflect this de-obligation. Therefore, Authority for Survey No. 2 reflects only a $7,588 increase over the previous Authority for Survey; however, the increase in federal obligation is $35,000 (federal).

The increase in this Authority for Survey over the previous authority is due to unanticipated costs for soils and geology and right-of-way liaison. A consultant agreement has been approved since the previous Authority for Survey which shows an increase in the 904 function. This is partially off-set by a decrease in city engineering 903 function.

Please request FHWA approval of this increase in preliminary engineering and obligation of an additional $35,000 (federal) at this time.

ebg

attachment

xc: D. E. Swan
J. D. McClure
C. H. Duval
J. R. Rose
D. E. Fantz
R. C. Brooks

W
S

— 9827

Form E-30 (Rev. 9-71)

anning File No. 79-71

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hollywood District Transportation Project

Date March 16, 1982

Highway N.E. Sandy Boulevard (FAU 9326)

Authorization No. 2

County Multnomah #26

Survey Prefix 726-1923
(Assigned by Salem office)

Description of termini, route, length, etc.: The project area is bounded on the north by NE Tillamook Street, south by the Banfield Freeway, west by NE 37th Avenue, and east by NE 47th Avenue. The project length is approximately 0.6 mile measured along NE Sandy Boulevard.

Proposed:

Improve traffic circulation in the Hollywood District through a series of traffic signal improvements, rerouting of traffic patterns, and improved pedestrian facilities. These improvements will be coordinated with the Banfield Transitway Project.

Purpose of survey:
City to do the field survey and prepare the preliminary design. State to do the traffic signal design, PS & E and let the contract.

F.A.No. IX-9326(6)

Estimate of cost: $2,832,000
Funding: FAIX (Mt. Hood Transfer for PE)
Category: 3 (I-505 Transfer for Const.)

Field Survey	(901)	2,000
Citizen Participation	(902)	
City of County	(903)	146,488
Consultant	(904)	42,100
Final Design	(905)	1,000
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	4,000
Traffic	(911)	30,000
Landscape	(912)	100
Liaison R/W	(913)	1,600
Utility	(914)	200
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,500
Admin. Services	(922)	200
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 17 1982
LOCATION SECTION

Total estimated cost of survey	$230,588
Previous authorization	223,000
Additional authorization requested	7,588
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURT DUVAL, Location Manager
Field Engineer

Recommended for Approval:

Regional Engineer
JAMES D. McCLURE, Project Development Manager

Recommended for Approval:
Frank E. Turpin
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

EP*23604-734

W

9827

March 10, 1982

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition on the Hollywood District Transportation Project. The financial sharing of the R/W phase is:

Total Estimated R/W Cost	$172,000
Less Federal Funds	146,200
CITY SHARE	$ 25,800

On the attached sheet are instructions for three methods of making your advance deposit. Please select an option and submit the City's deposit accordingly.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

GEZ:pf
Attachment

bcc w/AD # 82-14: Jon Rose, Metro Federal Aid Specialist
Steve Green - Metro R/W Supervisor
Vern Skoog - Please return completed AD # 82-14 when advance deposit is received.

3-24-82
Rec'd 25,800
Notified Jon Rose
G

9827

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1982

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10068
Project No. IX-9326(10)
Hollywood District Transportation Project
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-20-23 for the subject project.

I request authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $172,000 with federal funds of $146,200. The right of way to be acquired is as outlined in red on the enclosed right of way map. No relocation assistance is involved.

This request is based on the November 21, 1980 letter to you from F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:lms

Attachments

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-4-82

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30(Bus.), NE 37th to NE 47th(Portland) 65	ADT	PRESENT 23,500 *	FUTURE (66) (70) - - -	YEAR (71) (72) - -	REGION 10	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV ACCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9326 (10)	SEQ. NO.

CARD

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants, UMTA

COUNTY NAME: Multnomah

CODE (14) (16): 051

NAME OF URBAN AREA 17-31: Portland

ROUTE NO.: U

FEDERAL-AID: 9326 (32)

STATE: 59 (36)

U.S. (37): - - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85 %	STATE FUNDS	OTHER FUNDS	
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW TOPICS		"Hollywood District Transportation Project"	0.6	172,000	(I-80N) 146,200		25,800(City)	
5					CONST (CODE)								ROW- 80 access Parking Partial

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.6	172,000 (16) (23)	146,200 (24) (33)		25,800(City)	
1	14	PROGRAM APPROVAL DATES 9-30-80 9-24-81					REMARKS		

*ADT on Sandy Blvd.

Additional Data: see Item 10068;

Prefix 726-1923

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

3-4-82

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30(Bus.), NE 37th to NE 47th(Portland)		23,500 *	- - -	- -	10	Oregon	41	580	10068

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) / NUMBER / SEQ. NO.	I. Projects Only: POST MI. / DESIG.
f Way Acquisition								IX- 9326 (10)	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE	
Interstate Transfer Grants, UMTA	Multnomah	051	☐ 1 OR ☐ 2	
EA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	9326	59	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85 %	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW TOPICS		"Hollywood District Transportation Project"	0.6	172,000	(I-80N) 146,200		25,800(City)	
CONST (CODE)								ROW- 80' normal; access control-none; Parking Restrictions-Partial
RED BY: CL		PROJECT TOTALS	0.6	172,000	146,200		25,800(City)	

AM APPROVAL DATES
9-30-80
9-24-81

*ADT on Sandy Blvd.

REMARKS
Additional Data: see Item 10068; Project No. IX-9326(6)

6-1923

-over-

USCOMM DUSCOMM-DC 48905-P61

Hollywood District Transportation Project
Project No. IX-9326 (10)

Project Data: Work consists of right of way acquisition all phases for the future construction to improve traffic circulation by improvements of existing traffic signals, rerouting of traffic patterns and improve pedestrian facilities.

FHPM 4-1-4 Requirements: A) State Clearinghouse - - A-95 review conclusions dated 2-23-82.

B) District 2 Clearinghouse - - A-95 review satisfied by inclusion in FY 82 TIP A/E.

23 CFR 771 Requirements: Categorical Exclusion concurred in by FHWA on 4-7-80.

FHPM 7-7-5 Requirements: A) Public Hearings - - Not required under the Oregon Action Plan.

B) Location/Design - - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.

2) Included in MSD FY '82 TIP, Item No. 15, Page 32.

3) No relocation assistance involved.

9827

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: D. H. Moehring, P.E.
Assistant State Highway Engineer

DATE: December 16, 1981

FROM: Mainor C. Holmes
Agreements Specialist

SUBJECT: Project No. IX-9326(6)
LGA Consultant Agreement
Hollywood District Improvements
City of Portland and Mitchell & Nelson, Inc.

MISC. CONTRACTS and
AGREEMENTS No 11.907

Attached for your review are three properly executed copies of a Consultant Agreement for preliminary design services on an Interstate Transfer Project in Portland. The external Audit Unit has conducted the required pre-award evaluation and recommends approval. A copy of the audit report is attached for your convenience.

I have reviewed the agreement, found it in order and recommend your concurrence.

Following your signature of concurrence, two copies of the agreement will be submitted to FHWA with a request for approval and authorization for the consultant to proceed with the work.

MCH:pf
Attachment

2 copies to Laux 12-16-81
MCH

.9827

STATE OF OREGON
HIGHWAY ACCOUNTING
ADMINISTRATION - 8-6578

INTEROFFICE MEMO

FILE AGR

TO: D. E. Swan, Operation Programming
PROJECT MANAGEMENT BRANCH

DATE: December 9, 1981

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
City of Portland/Mitchell & Nelson
Hollywood District Improvements

In accordance with your request dated December 1, 1981, and as required by federal and state procurement regulations, we have made a pre-award evaluation of the subject Agreement.

City has received prior approval of its consultant selection procedure. The Agreement satisfies all fiscal and compliance requirements, and it contains no arithmetical errors.

Concerning "extra work" provisions, however, two estimated costs are limited as to their eligibility for participation in federal funding, as follows:

1. Salary and wages are limited to actual costs as determined by audit, and should be computed on the same basis as used in the basic project work.
2. An arbitrary percentage markup of sub-consultant charges is ineligible. Costs over and above the Consultant's direct and overhead costs already claimed may be incurred because of the sub-consultant's work, but they must be clearly documented as such if they are to be allowed.

With these two understandings, we recommend approval of the subject Agreement.

DWJ:njc

cc: Jon Rose (Metro)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible] 11 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

7227

59

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

IDENTIFICATION

PROJECT NAME: Hollywood District Transportation Project

HIGHWAY NAME: N.E. Sandy Boulevard

HIGHWAY NUMBER: 59

REGION: 1

ADMINISTRATIVE DISTRICT: 2B

COUNTY: Multnomah

CITY: Portland

LENGTH: 0.6

MILEPOST NUMBER: 1.9 TO 2.5

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☒ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Improve traffic, transit and pedestrian circulation in the Hollywood District of NE Portland. This area is bounded on the north by N.E. Tillamook St., south by the Banfield Freeway, west by N.E. 37th Ave., and east by N.E. 47th Avenue.

The proposed improvements include synchronization of the existing signal system, two new traffic signals, significant rerouting of traffic patterns, closure of N.E. Hancock Street between 42nd and 43rd Avenues, sidewalk widening, landscaping, benches, transit shelters and illumination revisions.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 23,500 (Sandy Blvd.)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 24,100 (Sandy Blvd.)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED

Location Engineer

Date

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Varied: 2 to 4 lanes	Same
SHOULDERS	None	None
MEDIANS	None	None
PARKING LANES	Yes	No significant changes
SIDEWALKS	Yes	Sidewalk widening on NE 42nd Ave. and at key intersections
BIKEWAYS	No	
INTERCHANGES	No	
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
(Indirect Source) DEQ NPS Air Pollution	☒	☐	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	*☒	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

*Signal Design

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	12.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	8

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

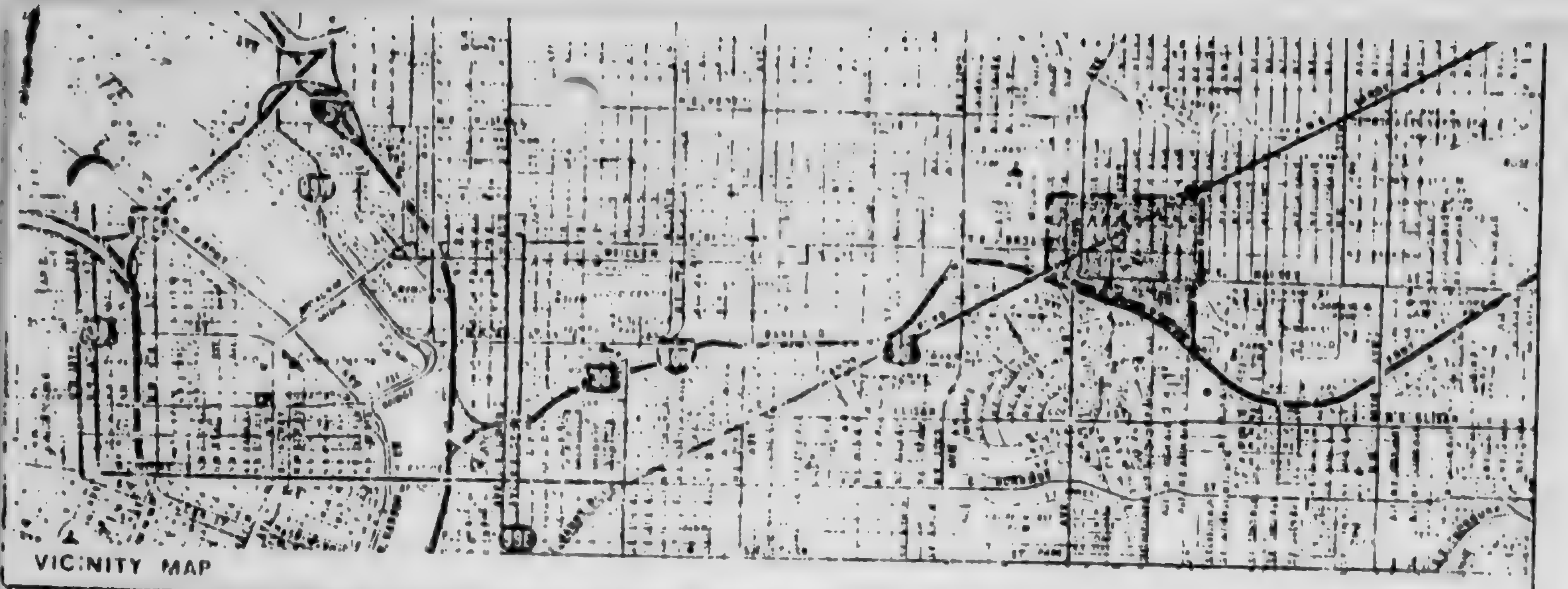
7 - TYPICAL SECTION AND LOCATION

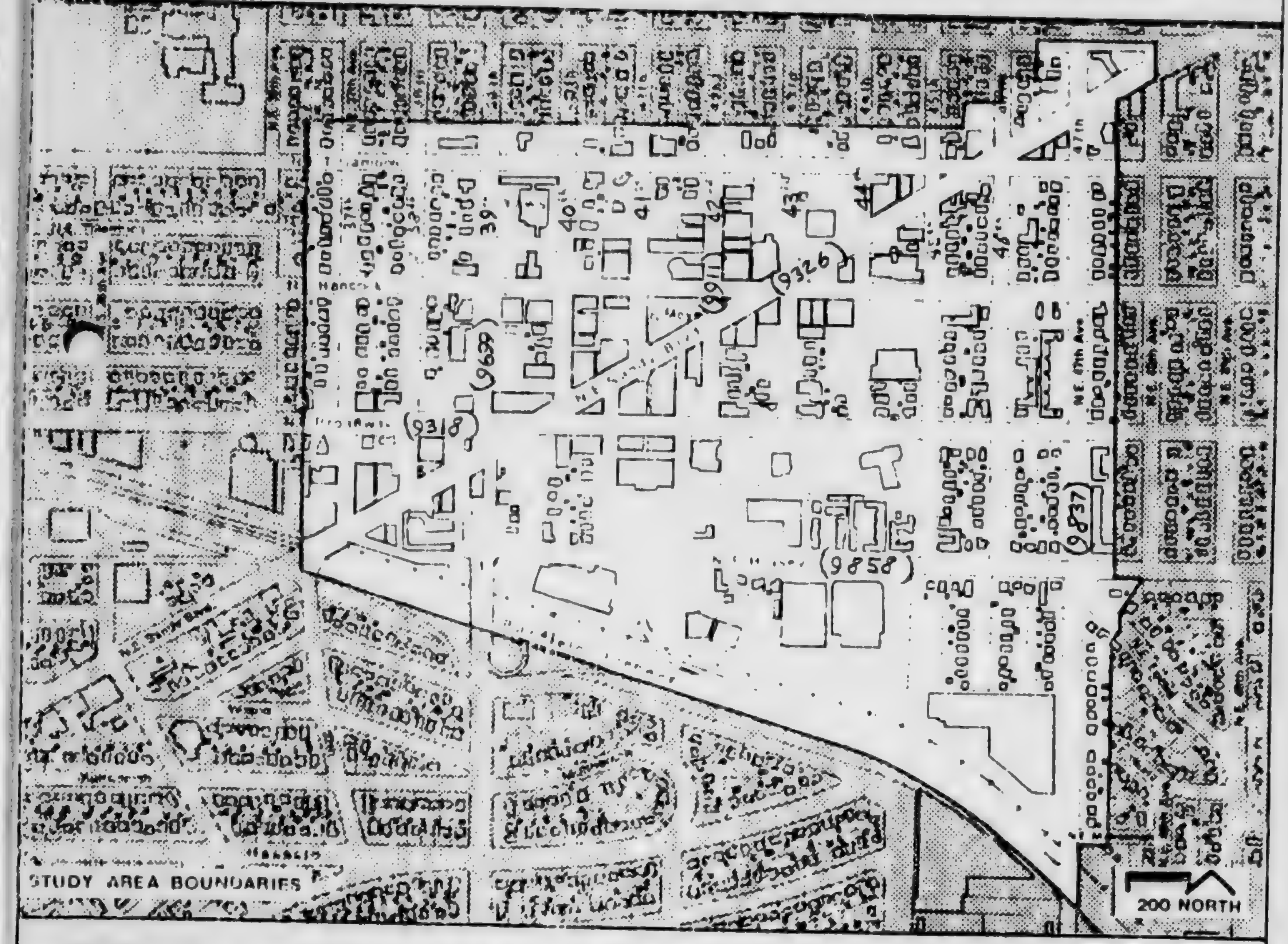
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 223,000	
RIGHT OF WAY		
TRAFFIC CONTROL	885,000	
ILLUMINATION	515,000	
STRUCTURES		
RAILROAD		
ROADWAY	975,000	
OTHER Signing	125,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$2,723,000	

SUBMITTED BY ______________________________


VICINITY MAP


37
39
40
41
42
43
44
46
(9911)
(9326)
(9639)
(9318)
(9858)
(9837)
STUDY AREA BOUNDARIES
200 NORTH

STUDY AREA LOCATION

FAU Route #s([illegible])

HOLLYWOOD DISTRICT

9827

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
11-24-80 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
US 30 (Bus.), NE 37th to NE 47th (Portland) "Hollywood Dist. Transportation Proj."	823	10068	IX-9326(6)	9326	59

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW No

Water Development None Recreation & Historical Areas None

Multnomah 051 (Mt. Hood Transfer Funds)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt X XXXX Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated April 7, 1980

Major/Significant ___ (EIS) Major/Non-significant ___ (Neg.) Non-major ___ (None)

1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '81 TIP/AE Pg. 42, No. 13.

(3) This is a TOPICS Project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulations & Statutes.

Est. Proj. Cost:

TEC NTE	$ 223,000
FF	$ 189,550
STATE	$
City	$ 33,450

For PR-37:

Field Phase	$ ---
PS&E Phase	$ ---

PRO RATA 85%

REMARKS:
1) Attached is a copy of "Authority for Survey" and project map.
2) Request based on November 21, letter to you from Mr. Klaboe, Director of Dept. of Transportation.

CL:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-24-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9827 (SBF 2001)

PLANNING FILE NO. 79-71

OREGON STATE HIGHWAY DIVISIO.

AUTHORITY FOR SURVEY

ion: Hollywood District Transportation Project

Date: October 31, 1980

Highway: NE Sandy Blvd. (FAU 9326)

Authorization No. 1

County: Multnomah

Survey Prefix 726-1923 (Assigned by Salem office)

Description of termini, route, length, etc.: The project area is bounded on the north by NE Tillamook St., south by the Banfield Freeway, west by NE 37th Ave., and East by NE 47th Avenue. The project length is approximately 0.6 mile measured along NE Sandy Blvd.

Proposed: Improve traffic circulation in the Hollywood District through a series of traffic signal improvements, rerouting of traffic patterns, and improved pedestrian facilities. These improvements will be coordinated with the Banfield Transitway Project.

Purpose of survey: City to do the field survey and prepare the preliminary design. State to do the traffic signal design, P.S. & E. and let the contract.

IX-9326(6)
2-6-81

10068

Estimate of cost: 2,500,000 (construction)

Funding: FAIX (Mt. Hood Transfer for PE)
Category: 3 (I-505 Transfer for Const.)

on 6 year program

Estimate of Cost

Field Survey	(901)	2,000
Citizen Participation	(902)	
City or County	* (903)	~~161,700~~ 161,60
Consultant	(904)	~~25,000~~ 42,070
Final Design	(905)	1,000
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	30,000
Landscape	* (912)	100
Liaison R/W	(913)	
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

11-17-80
* changed as per tele call w/Duval
L

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 8 1981
LOCATION SECTION

Total estimated cost of survey	$. 223,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

D.R. ADAMS, Project Development Manager

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

a Rp

COST ACCOUNTING
FOR
SURVEY AUTHORITY

Project Management: SBF0001
Prefix: 726 1923
Project Type:

Description: HOLLYWOOD DIST TRANS PROJ

Region # 1
Highway # 9326
County # 26

MAJOR CLASS: Federal ✓ State ___ Maintenance ___ ORS ___

FUNCTION NUMBER DISTRIBUTION

AUTHORIZATION # 1

		ORIGINAL	REPLACEMENT
Resident Engineer	901	2 000	
Citizens involvement	902		
Payment to local government	903	161 600	
Consultant fees	904	25 000	
Final Design	905	1 000	
Bridge Design	906	1 000	
Preliminary Design	907		
Field testing section (construction)	908		
Right of way descriptions	909		
Soils and geology	910		
Signing (traffic department)	911	30 000	
Landscape department	912	100	
Right of way - liaison & relocation	913		
Utility liaison	914	200	
Audits by Accounting Section	915		
Photogrammetry	916		
Inventory needs	917		
Reconnaissance and Hydrology	918		
Engineering graphics	919		
Project Management	920	200	
Specifications	921	1 500	
Administrative Services-engineering	922	200	
Environmental Section	923	200	
Department of Transportation	924		
Air Monitoring	925		
Foundation investigation	926		
Training courses, conferences & seminars	950		
Employee relocation assistance program	955		
Personal leave	960		
Historical sites inventory	975		
Public hearing charges	980		
EEO monitoring expense	985		
"Non-State" employees travel	986		
TOTAL		223 000	

REVISIONS:

Description ___

Flag No Further Chg. (11 Punch) ___

Remove Flag (0 Punch) ___

Change Prefix ___ From ________ To ________

DATE: 2-12-81 Signature: KEH

9827

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

July 31, 1980

Max Klotz
ODOT-Metro
5821 N.E. Glisan St.
Portland, Oregon 97213

Re: Hollywood Transportation Project
Plan "D" Improvements

Dear Mr. Klotz:

ODOT has requested a preliminary estimate for the subject project prior to processing the project application. The figures below represent order of magnitude costs and are for planning purposes only.

Signal System Twelve signals, mini-computer, underground cable.	$ 885,000
Sidewalk Extensions & Landscaping Sandy @ 39th, 40th, 41st, 42nd, 43rd 42nd @ Broadway & Halsey Releveling Sandy between 37th and 44th	$ 925,000
Street Closures & Amenities Bus shelters, kiosks, benches, drinking fountains	$ 50,000
Illumination	$ 515,000
Permanent Signing	$ 125,000
TOTAL ESTIMATED COST	$2,500,000

Please advise me if you require additional information.

Sincerely yours,

Victor F. Rhodes
Bureau of Street & Structural Engineering

VFR:lj

cc: L.D. Hill
M. Fisher

MA PDM PDE FFM SPC
ODOT-METRO

AUG - 4 1980

BMT PAR PPC FILE T/A

9827

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

Project Identification:

Hollywood District Transportation Project
Date March 10, 1980
Section NE 37th Ave. to NE 47th Ave.
City Portland
Hwy. No.
Highway U.S. 30 (Business) Sandy Boulevard
Begin M.P.
Length
County Multnomah
Program Estimate PE ~~$235,000~~ 2,723,000. edh.
Region Metro
Funding Source e(4)
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): The project would implement that portion of the Hollywood District traffic/pedestrian circulation plan (figures 2 and 3) which involves streets north of Halsey Street. The plan is designed to reduce existing congestion, improve access, improve pedestrian and vehicular safety, and reduce through traffic in residential areas. Elements of the project include significant traffic rerouting, elimination of left turns on the project section of Sandy Boulevard, synchronization of traffic signals, closure of Hancock between 42nd and 43rd Avenues, and improved pedestrian facilities. The portion of the plan which involves Halsey Street and the connections to the south would be implemented separately, but in a coordinated fashion, as part of the Banfield Transitway Project.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☒ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The project has had extensive public involvement through the formation of the proposed plan and therefore, is locally supported. Additionally, the project serves to preserve or enhance the vitality of existing businesses and residences. For these reasons, it is recommended that the project be advanced as a Categorical Exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-4	2-4
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)		
Average Daily Traffic (Volume/Year)	Sandy Blvd. 1979; 23,500	1990; 24,200
	Halsey St. 1979; 9,600	1990; 20,000

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts: No right-of-way required.

Acres	
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

2. Estimated Impact on Land Use:

The residential and commercial patterns of the neighborhood are firmly established. The project is designed to preserve and support these patterns and thereby offset potential land use changes caused by a threatened breakdown of vehicular and pedestrian traffic.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The traffic patterns, flow, and safety would all be upgraded by the project. Traffic volumes may increase in the commercial part of the District as it becomes more accessible and safer to traverse and therefore attractive to shoppers.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No adverse impacts anticipated.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

HOLLYWOOD DISTRICT

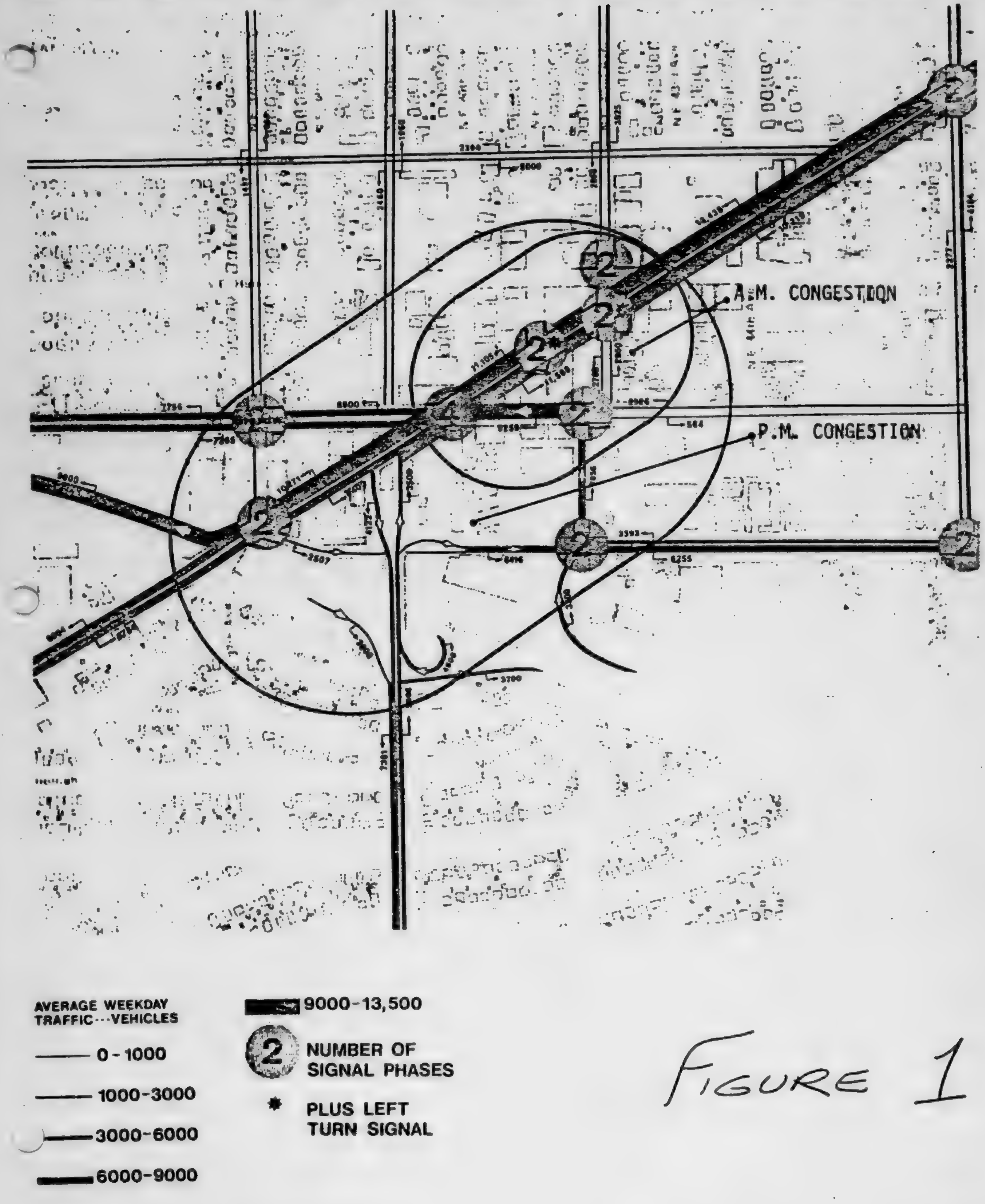
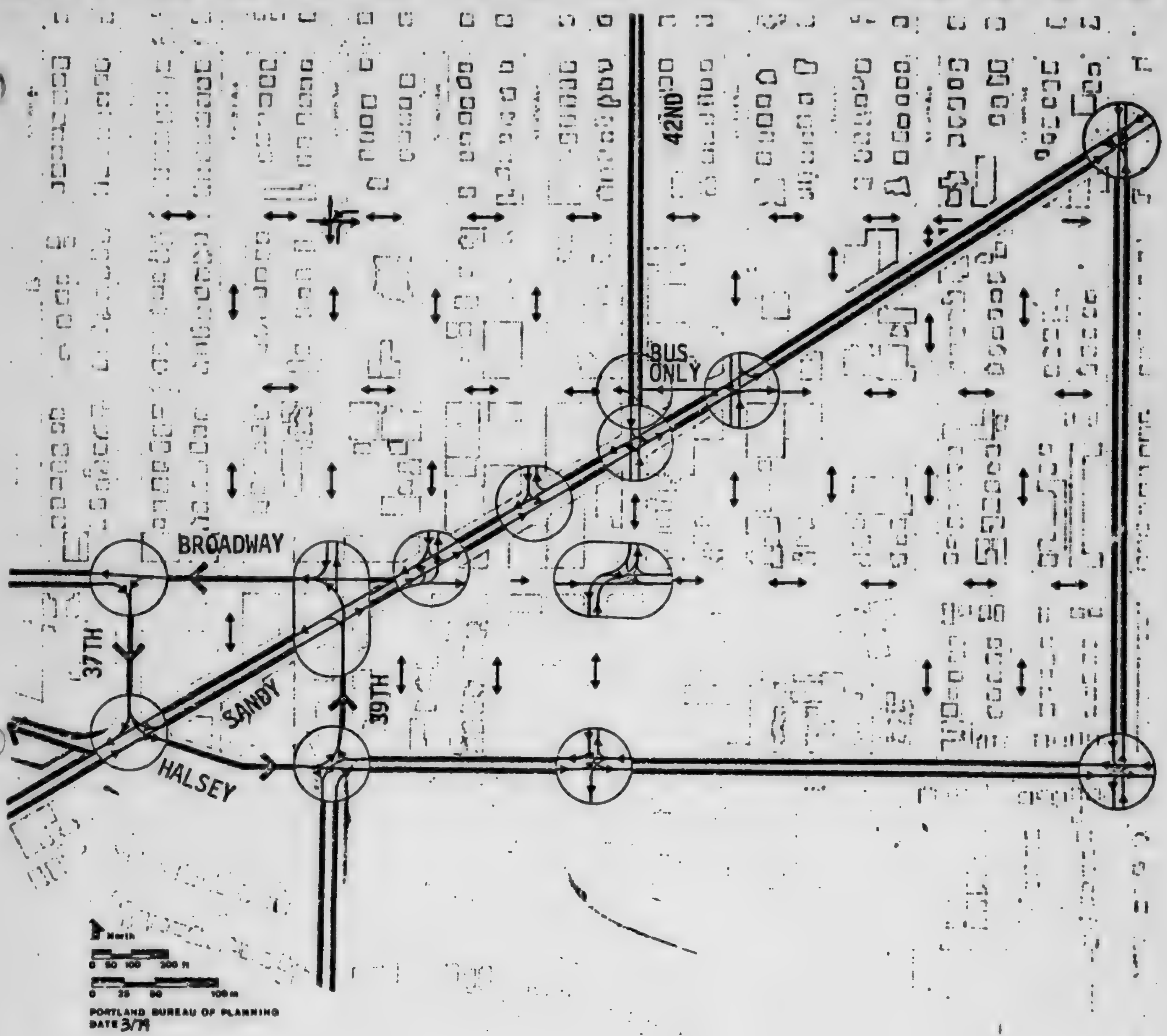

A.M. CONGESTION
P.M. CONGESTION
2
2*
AVERAGE WEEKDAY TRAFFIC---VEHICLES
0-1000
1000-3000
3000-6000
6000-9000
9000-13,500
2 NUMBER OF SIGNAL PHASES
* PLUS LEFT TURN SIGNAL

FIGURE 1

Existing Traffic Conditions

map 7

HOLLYWOOD DISTRICT


42ND
BUS ONLY
BROADWAY
37TH
SANDY
39TH
HALSEY
North
0 50 100 200 ft
0 25 50 100 m
PORTLAND BUREAU OF PLANNING
DATE 3/79

○ **Signal**

═ **Through Traffic**

Note : **Right turns not shown are permitted**

FIGURE 2

Plan D
Traffic Circulation Plan

map 1

HOLLYWOOD DISTRICT

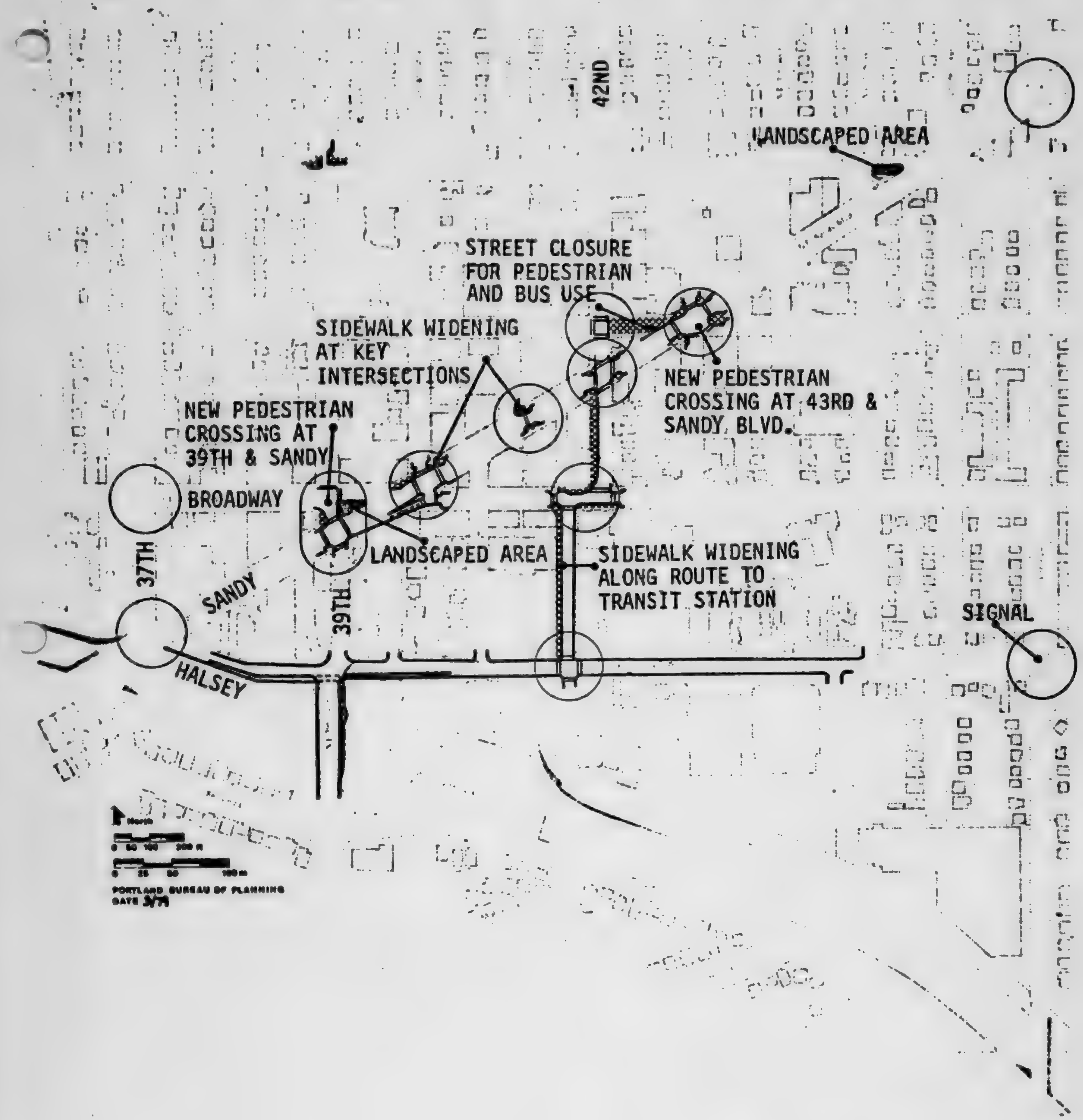

42ND
LANDSCAPED AREA
STREET CLOSURE FOR PEDESTRIAN AND BUS USE
SIDEWALK WIDENING AT KEY INTERSECTIONS
NEW PEDESTRIAN CROSSING AT 43RD & SANDY BLVD.
NEW PEDESTRIAN CROSSING AT 39TH & SANDY
BROADWAY
LANDSCAPED AREA
SIDEWALK WIDENING ALONG ROUTE TO TRANSIT STATION
37TH
SANDY
39TH
SIGNAL
HALSEY
North
0 50 100 200 ft
0 25 50 100m
PORTLAND BUREAU OF PLANNING
DATE 3/79

FIGURE 3

Plan D
Pedestrian Facilities Plan

map 2

Project Hollywood District Transportation Project

Agency City of Portland **Date** March 17, 1980

Type of Project G.P., Signals, Signing, Illum., Landscaping

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☐	☒	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☐	☒	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☐	☐	☒	☐
Power Consumption	☐	☐	☒	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☒ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: ODOT will do the traffic signal design

9827

FEDERAL AID PROJECT REQUEST

Date September 19, 1979

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, E(4) X **Project**

Federal Aid Route No. (See sketch map) **Route Name** Sandy Blvd.

Project Name Hollywood District Transportation Project-bounded by Banfield Fwy., N.E. Tillamook, N.E. 37th Ave., N.E. 47th Ave.

Project Length 0.6 mile **Project Location (Attach sketch map)**

Project Description (See Page 1A)

Average Daily Traffic 24,000 on Sandy Blvd. **Design Speed**

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 to 60 ft. Travel Lanes 2-4 Shoulders

Medians No Parking

Sidewalks Yes

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes 2-4 Shoulders Curbed

Medians None Parking Some Removal*

Curbed * Length Curb Radii *

Sidewalk/Bikeway

Remarks Street design details (curb to curb width, sidewalk widths, etc.) to be determined during preliminary engineering.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 55 ft. Maximum 80 ft. (Sandy Blvd.)

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Project Description: Provide preliminary engineering for the following:

A computer operated signal system in Hollywood is proposed to improve traffic flow on Sandy Blvd. New signals at 39th and Sandy, and at 43rd and Sandy, would improve local access to Sandy Blvd.

Through traffic would continue to be routed via Sandy Blvd. Left turns are removed to improve traffic flow in the commercial district. Alternative routes are provided for left-turning vehicles.

Routes to and from the Banfield Freeway are simplified. First, westbound freeway traffic exiting at Hollywood would use Halsey to 39th. The 39th and Halsey bridge, rebuilt as part of the Banfield Transitway Project, would accommodate left turns at 39th Avenue, eliminating the dangerous left turn at 39th and Sandy (the worst accident location in the district). Second, northbound 39th Avenue traffic entering the district from Laurelhurst is provided a now-banned left turn at Sandy Blvd. This gives northbound 39th Avenue traffic, headed west on Sandy or the Banfield Freeway, a route which avoids shortcuts on residential streets in Laurelhurst.

Traffic now turning left from Sandy Blvd. is provided with alternative routes. First, eastbound business traffic entering the district is routed east on Broadway (now one-way westbound). This enables safe left turns at 40th, 42nd, and 43rd and Broadway for traffic wanting to go to businesses north of Sandy Blvd. Second, westbound business traffic entering the district is routed west on Tillamook. This enables safe left turns at 43rd, 42nd, 41st, and 40th for traffic with business south of Sandy Blvd. An easy-to-read signing system would direct traffic unfamiliar with these new routes.

Two new pedestrian crossings are added: At 39th and Sandy, and at 43rd and Sandy. The latter will improve the worst pedestrian accident location in the district.

Sidewalk extensions at signalized intersections are proposed to reduce the curb to curb walking distance for pedestrians, to maximize green time for Sandy Blvd. traffic, and to improve pedestrian visibility.

The closure of Hancock to traffic (except buses) between 42nd and 43rd, will provide a small area for pedestrian use located in the heart of the district. The street closure also helps solve the problem of the hazardous six-legged intersections at 43rd and Sandy Blvd.

2. **Proposed Signalization:**

Location

Type To be determined

Phases 2 or 3 phase

Type of Suspension mast arm

Interconnected Yes

Remarks Project will eliminate all existing 3 and 4 phase signals from Sandy Blvd., replacing with an interlinked 2 phase system. An exception will be 37th & Sandy which will have a transit actuated third phase.

3. **Permanent Signing:**

Include in project or by applicant? A new signing system will be designed by this project. Several new routes to the Freeway, & to business district are proposed.

4. **Permanent Striping:**

Include in project or by applicant? To be determined by this project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Mercury vapor on wood poles at variable intervals, (100 ft. min., 200 ft. max. either side)

2. **Proposed Illumination:**

Location To be determined by project.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Bridges over Banfield at 39th, and at Sandy Blvd., off-ramp at 42nd Ave.

Type Reinforced concrete

Approach Roadway Width **Shoulder Width**

Length **Width**

To remain in place? To be reconstructed as part of Banfield Transitway Project. Westbound off-ramp to be relocated to 45th Ave. Note: Banfield Project has, and will be, closely coordinated with this project.

2. **Proposed Structure:**

Location No structures proposed as part of this project (see above).

Approximate Size: **Length** **Width**

Are sidewalk/bikeways desired: Widened sidewalks are proposed.

Are any utilities to be attached to structure? Utilities to be studied as part of project.

Are provisions for illumination desired? Yes. To be determined.

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Union Pacific
   Existing Crossing Protection Grade separated

2. Will existing railroad crossing be altered? Yes, Sandy Blvd. Overpass, spanning the Banfield Fwy. and U.P. tracks to be rebuilt as part of the Banfield Project.

   Remarks This project will not directly affect any railroad crossings.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bureau of Planning - Michael Fisher Office
2. Environmental	Bureau of Planning - Michael Fisher Office
3. Public Hearing	Bureau of Planning - Michael Fisher Office

Remarks Plan was developed with participation from Citizens Advisory Committee, representing business & residential interests in the Hollywood Community. A public hearing, conducted by the Portland Planning Commission, was held in Apr., 1979, resulting in adoption of "Plan D" by Commission. Portland City Council held a second hearing in June, 1979, resulting in Council adoption of "Plan D."

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: Preliminary engineering and construction engineering.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 975,000.
Right-of-way costs (if participating)	
Traffic control	885,000.
Illumination	515,000.
Structures	
Railroad	
Other Signing	125,000.
Preliminary engineering	$~~235,000~~ $223,000. *
PROJECT TOTAL	$ ~~235,000~~ 2,723,000.

Remarks Applying for preliminary engineering funds only at this time.
~~* Revised to $253,000. at the request of the City to use all of the available MSD authorization. E.C. Meechan 3-18-80.~~
* Revised to $223,000. after meeting with Vic Rhodes on 10-30-80.
E.C. Meechan

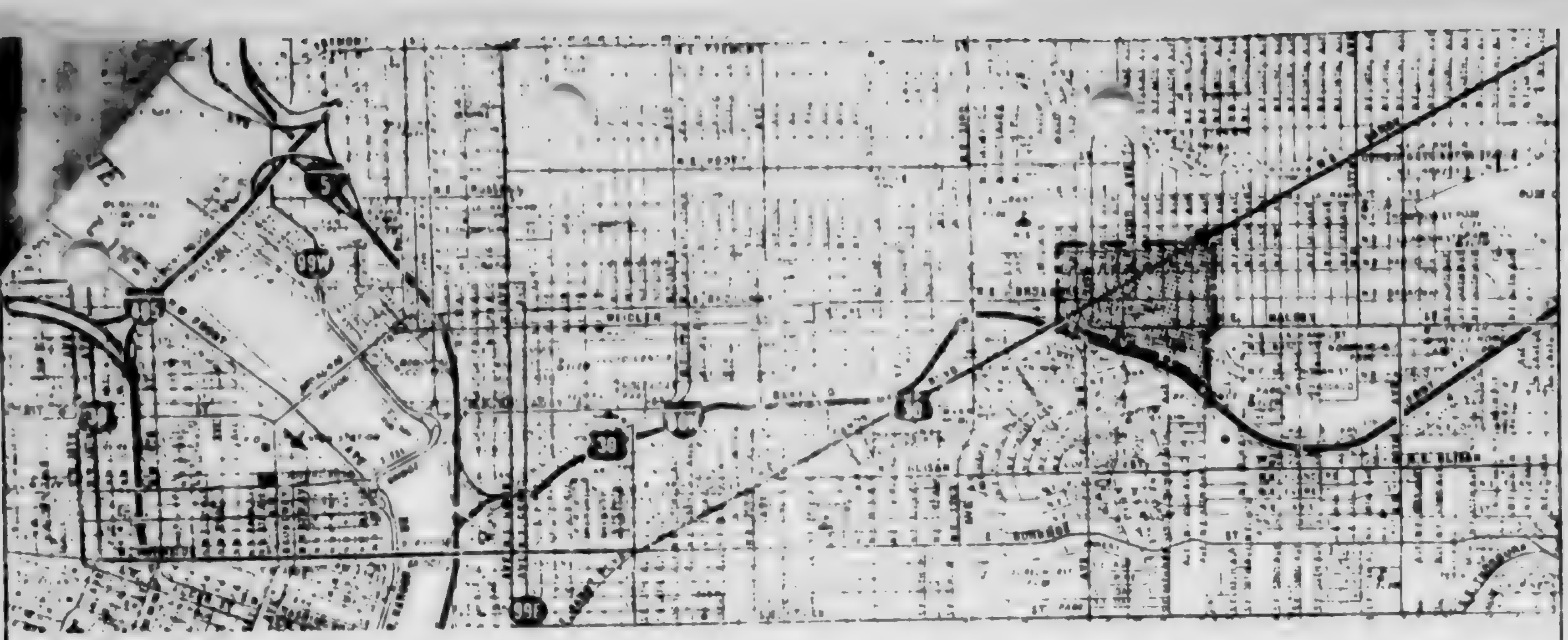
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

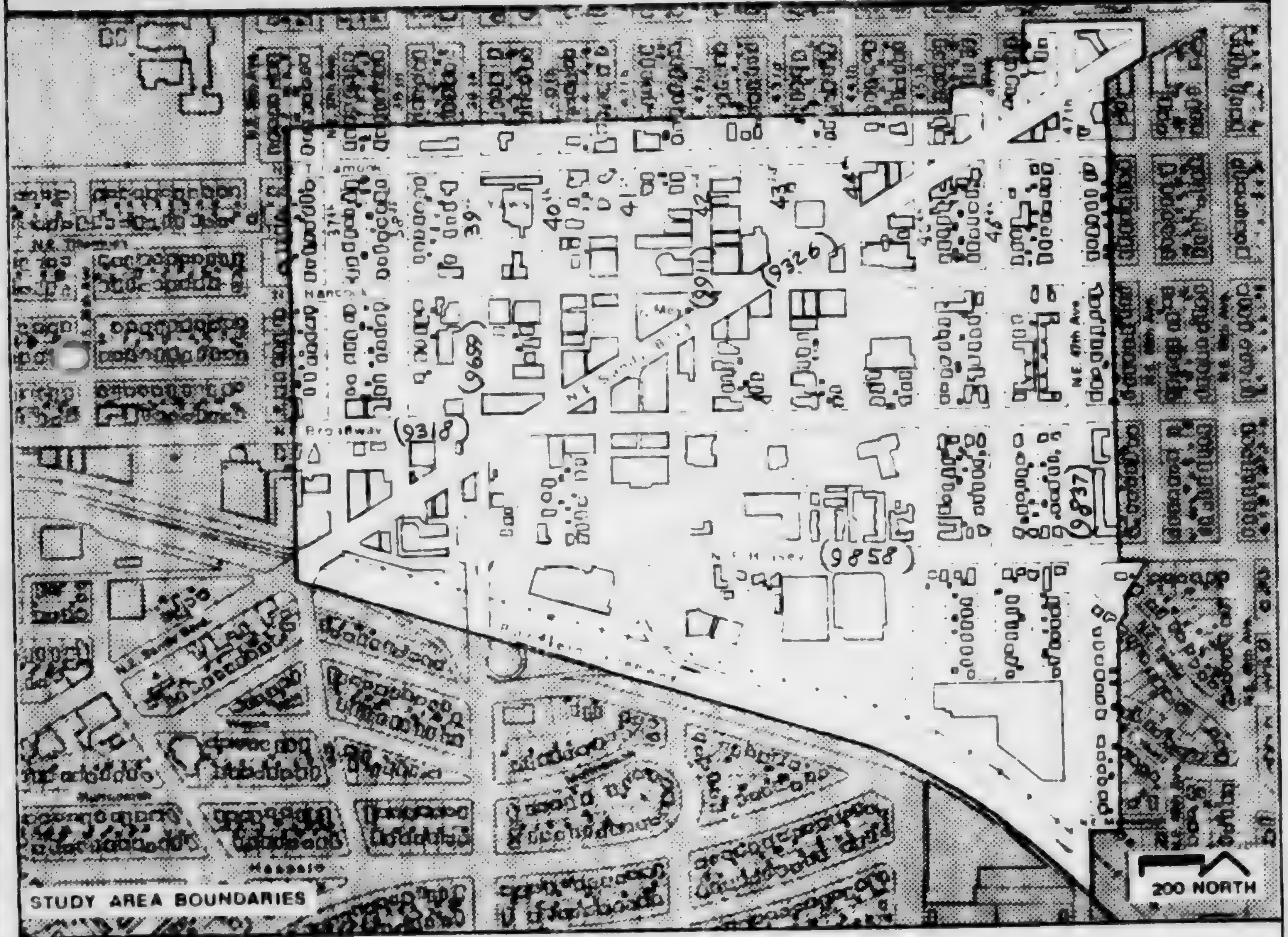
CITY OF Portland and/or ______ COUNTY

By David J. Vargas 10/15/79 By ______
David Vargas, Chief
By Bureau of Street & Structural Engineering By ______

By ______

(1976)


VICINITY MAP


STUDY AREA BOUNDARIES

Broadway
Sandy Blvd
Hancock
NE 47th Ave
Halsey
39
40
41
42
43
44
45
46
(9318)
(9659)
(9911)
(9326)
(9858)
(9837)
200 NORTH

STUDY AREA LOCATION

FAU ROUTE #: (0000)

HOLLYWOOD DISTRICT

1984 NE 47th Ave. @ NE Oregon 9828
St. Sec. in Portland
(traffic signal)

Oregon Department of Transportation
HIGHWAY DIVISION

9828

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGE	CURRENT DOCUMENT NUMBER
		02	146647
		DATE	VENDOR NUMBER
		020888	0000601674-00

City of Portland
Room 802, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1971

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617 617	C09828 C7261955	L02 L02	1000 1000			844010 844010	02 02	$2,577.47 $ 330.01

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final Settlement on IX 9837 (1 & 2), N.E 47th Avenue at N.E. Oregon Street
Agreement No. 7935.

	TOTAL PRICE
Total Project Cost	$41,110.56
Less: Federal Funds	<37,660.39>
Less: Credit for P.E Work by City	<542.69>
Amount Due	**$2,907.48**

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE **$2,907.48**

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner (INVOICE PREPARER) PH. 378-6011

9828

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: November 4, 1987

CITY: Portland AGREEMENT NO: 7935 PROJECT NO: IX-9837(1) & IXG-9837(2)

CONTRACT NO: 9828 SECTION: NE 47th Ave. at NE Oregon St.

PRELIMINARY ENGINEERING (IX-9837(1) PREFIX NO. 726-1955 & 426-1926):

Project Manager	$	273.27
Final Design		55.21
Traffic Section		509.63
R/W Liaison		68.06
Location		97.20
Program Section		160.39
Specifications		872.15
Administrative Services		51.12
Region Traffic		5.06
Highway Accounting		108.00
Work by City of Portland		3,617.90
TOTAL PE COST	$	5,817.99

CONSTRUCTION (IXG-9837(2) PREFIX NO. 26-1043 & C09828):

Payment to Contractor	$	27,355.20
SFO #1 Signal Controller Testing		900.00
Interest on Final Payment (Non-Partic.)		60.71
Construction Engineering (Non-Partic.)		512.23
Work by City ($927.46 Non-Partic.)		5,165.74
Materials Testing (Non-Partic.)		764.71
Construction Section (Non-Partic.)		114.45
Traffic Section (Non-Partic.)		143.75
Program Section (Non-Partic.)		49.45
Technical Services (Non-Partic.)		4.71
Audit Services		221.62
TOTAL CONSTRUCTION COST	$	35,292.57

SUMMARY:

TOTAL PE COST	$	5,817.99
TOTAL CONST. COST		35,292.57
TOTAL PROJECT COST	$	41,110.56
Less Federal Funds:		
PE		(4,945.29)
CONST.		(32,715.10)
AMOUNT DUE FROM CITY	$	3,450.17

5-16-88- Not Paid
yet. - Dave Hill
will discuss w/Traffic
Section about
Payment - Mid week
G

GEZ:bkw
cc: Jan Henry
Wayne Schulte
LPG Files

9828

8-6-87 426-1926

(ORIGINAL) 726 1955

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 8/30/83
TO 5/01/84 (Post)

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9837(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
178	2,200.09 ~~2,201.23~~	2,200.09	85%	1,870.08	1,870.08	-0-
178	3,617.90	3,617.90	85%	3,075.21	3,075.21	-0-
	5,819.13	5,817.99	85%	4,945.29	4,945.29	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
8/06/87

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 47TH AVENUE N.E. OREGON ST. (PORTLAND) SECTION CITY STREET IN MULTNOMAH COUNTY					
	Preliminary Engineering Type Code P.E					
	Work by City of Portland	All Required			$3,617.90	
	State	All Required			2,198.95	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				~~$5,816.85~~	
	~~Non Participating Project Cost~~					
	State	All Required			$ 1.14	
	TOTAL PROJECT COST				**$5,817.99**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 8/06/87.					
	AMOUNT CARRIED FORWARD					

```
                       JOB COST SUMMARY RUN ON  10-27-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 10/24/87

                                                     CREW    MSA            CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH             DATE
--          ------ -------- ---------- ------ -----           -------         ----------
C7261955 000     900      550 EQ. Rent.  1001 Metro Reg. Des.                     1.14
OBJ-DETAIL 550   Proj Mgr.                                                        1.14

ACTIVITY    900                                                                   1.14 SUBTOTA

SUB-JOB     000 SUBTOTAL                                                          1.14    P

C7261955 011                             0100                                 2,050.81 ***
OBJ-DETAIL                                                                    2,050.81

ACTIVITY                                                                      2,050.81 SUBTOTA

C7261955 011     900      504 Blueprint  0521 Hwy. Actng                        108.00
OBJ-DETAIL 504   Proj. Mgr.                                                     108.00 P

ACTIVITY    900                                                                 108.00 SUBTOTA

SUB-JOB     011 SUBTOTAL                                                      2,158.81

EA          C7261955 TOTAL                                                    2,159.95


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

            000    900      Proj. Mgr.                                           40.14
                                                                           ______________
                                                                              $2200.09
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10-27-87
 CREW-NUMBER
OADED
0/24/87

     CURRENT          BALANCE TO
      MONTH              DATE
     -------          ----------
                            1.14
                            1.14

                            1.14 SUBTOTAL

                            1.14      P

                        2,050.81 ***
                        2,050.81

                        2,050.81 SUBTOTAL

                          108.00
                          108.00 P

                          108.00 SUBTOTAL

                        2,158.81

                        2,159.95
```

40.14

2200.09

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
ARTER OVRLYS & RECON PHS5	CONT NO	* FA PROJ NOS X10 0000057 100							STATE
	726	1953	294	00 N 1			2,586.88CR	6,209.59CR	
	726	1953	295	00 N 9			527.97	527.97	
	726	1953	296	00 N 9			37,655.12CR	98,848.07CR	
	726	1953	298	00 N 9			37,127.15	98,320.10	
	726	1953	901	00 P 1			34.11CR	1,227.93	
	726	1953	902	00 P 1				138.54	
	726	1953	903	00 P 1			43,114.79	103,493.25	
	726	1953	905	00 P 1			52.50	2,208.35	
	726	1953	910	00 P 1				2,095.50	
	726	1953	913	00 P 1				265.00	
	726	1953	915	00 P 1			251.84	251.84	
	726	1953	918	00 P 1				3.72	
	726	1953	920	00 P 1				351.65	
	726	1953	921	00 P 1			266.98	5,584.96	
	726	1953	922	00 P 1				49.96	
			TOT	P1			43,652.00	115,670.70	
			TOT	N1			2,586.88CR	6,209.59CR	
			** JOB TOTALS **			**	41,065.12 **	109,461.11 **	
SE 122ND AVE SE JENNE RD	CONT NO	* FA PROJ NOS X10 9776004 100							STATE
	726	1954	296	00 N 9			83.12		
	726	1954	298	00 N 9			83.12CR		
	726	1954	918	00 P 1			4.88CR		
	726	1954	918	00 N 1			4.88	4.88	
	726	1954	920	00 P 1			92.91CR		
	726	1954	920	00 N 1			92.91	92.91	
			TOT	P1			97.79CR		
			TOT	N1			97.79	97.79	
			** JOB TOTALS **			**	**	97.79 **	
NE 47TH AVE-NE OREGON ST	CONT NO	* FA PROJ NOS X10 9837001 100							STATE
	726	1955	296	00 N 9	Tr. St.		1,320.19CR	1,743.19CR	
	726	1955	298	00 N 9	" Fed		1,320.19	1,743.19	
	726	1955	901	00 P 1	Proj. Mgr.		9.00	233.13	
	726	1955	905	00 P 1	Ein. Des.		1.50	55.21	
	726	1955	911	00 P 1	Tr. Sec.			436.44	
	726	1955	911	03 P 1	" "			73.19	
	726	1955	913	00 P 1	R/w Liais.			68.06	
	726	1955	918	00 P 1	Loc.			97.20	
	726	1955	920	00 P 1	Prog. Sec.			160.39	
	726	1955	921	00 P 1	Specs.			872.15	
	726	1955	922	00 P 1	Adm. Serv.			51.12	
	726	1955	936	00 P 1	Reg. Traffic.			3.92	
			TOT	P1			10.50	2,050.81	
			** JOB TOTALS **			**	10.50 **	2,050.81 **	

```
E02
      178    BILLING NUMBER   20          OREGON  STATE  HIGHWAY  DEPARTMENT                          11/21/84
                                                  FHWA  BILLING  VOUCHER                                              PAGE 151
 PREFIX GRP FED AID PROJ    AGREEMENT     TOTAL COSTS     PARTIC      % OF     FEDERAL        AMOUNT       ADJUSTMENT     AMOUNT OF
         FL                  AMOUNT        TO DATE        AMOUNT     PARTIC.    SHARE      PREV. CLAIMED    AND CODE    THIS VOUCHER

 203-1920 1  X10 -9718-007   19,975.00     49.059.87     48.869.77    85.00   41.539.30     19,975.00     21,564.30 B
 403-1920 1  X10 -9718-007   14.875.00      7.243.44      7.243.44   100.00    7.243.44      7.243.44
             PROJ  TOTALS    34.850.00     56.302.31     56 113.21             48.782.74     27,218.44     21,564.30

 726-1954 1# X10 -9776-004                     97.79                  85.00

>326-1065 1  X10 -9822-008  295.926.00    367.722.97    366.934 56    85.00  311.894.38    295.926.00     15.968 38 B

>426-1962 1# X10 -9837-001    3.075.21      3.075.21      3.075.21   100.00    3.075.21      3.075.21
 726-1955 1# X10 -9837-001    1.743.19      2.050.81      2.050.81    85.00    1.743.19      1,743.19
             PROJ  TOTALS     4.818.40      5.126.02      5.126.02              4.818.40      4.818.40

>126-1010 1  X10 -9966-006  453,163.00    550.617.20    549 521.23    85.00  467.093.05    453.163.00     13.930.05 B

     RECAPITULATION --APPPOPRIATION 178

 TOTAL                     8827,118.40  8013.496.73   8029.413.50           6829,622.56  6676.870.68     98.004.16 B  53,747.72

                                           ADJUSTMENT LEGEND
                       A-AGREEMENT NOT EXECUTED    B-OVERRUN OF AGREEMENT AMOUNT
                                                   D-FINAL BILLING BEING PROCESSED
                       E-US ARMY ENGRS PROJECT     F-INCLUDED IN FINAL BILL TO FHWA
                       G-STAGE 1 PROJECT           H-FHWA AUDIT CITATIONS
```

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                                                                                  FISCAL          GRAND TOTAL
         DESCRIPTION                  PREFIX  FUNCTION SUB F.  GP  CURRENT MONTH    YEAR TO DATE      TO DATE
                                                   TOT     P1                                          1,429.12
                                                   TOT     N9                                          1,429.12CR
                                                ** JOB TOTALS **             **              **              **

NE 47TH AV @ NE OREGON ST     CONT NO       # FA PROJ NOS X10 9837001 100                                         STATE
                                 426   1962    205     00 P 1                        152.99
                                 426   1962    598     00 N 9                        168.40CR        3,075.21CR
                                 426   1962    903     00 P 1                         15.41          3,075.21
                                               TOT     P1                            168.40          3,075.21
                                               TOT     N9                            168.40CR        3,075.21CR
                                            ** JOB TOTALS **             **              **              **

N LOMBRD/N MARINE DR CONN     CONT NO         FA PROJ NOS X10 9952001 100                                         STATE
                                 426   1963    205     00 P 1       14.63CR          389.86CR          389.86CR
                                 426   1963    598     00 N 9      277.85CR        5,844.76CR        7,407.27CR
                                 426   1963    903     00 P 1      292.48          6,234.62          7,797.13
                                               TOT     P1          277.85          5,844.76          7,407.27
                                               TOT     N9          277.85CR        5,844.76CR        7,407.27CR
                                            ** JOB TOTALS **             **              **              **

TRI-MET RIDESHARE PROJ        CONT NO         FA PROJ NOS X10 0000060 100                                         STATE
                                 426   1964    598     00 N 9                     82,967.38CR      304,307.66CR
                                 426   1964    903     00 P 1                     82,967.38        304,307.66
                                               TOT     P1                         82,967.38        304,307.66
                                               TOT     N9                         82,967.38CR      304,307.66CR
                                            ** JOB TOTALS **             **              **              **

E MARQUAM ST IMPROVEMENTS     CONT NO         FA PROJ NOS X10 0000052 100                                         STATE
                                 426   1965    598     00 N 9    1,885.01CR        3,576.58CR        3,576.58CR
                                 426   1965    903     00 P 1    1,861.13          1,861.13          3,552.70
                                               TOT     P1        1,861.13          1,861.13          3,552.70
                                               TOT     N9        1,885.01CR        3,576.58CR        3,576.58CR
                                            ** JOB TOTALS **        23.88CR**      1,715.45CR**         23.88CR**

SE DIV ST@SE KELLEY AV        CONT NO         FA PROJ NOS HES 9800002 100                                         STATE
                                 426   1966    598     00 N 9      987.89CR          987.89CR          987.89CR
                                 426   1966    903     00 P 1                        987.89            987.89
                                               TOT     P1                            987.89            987.89
                                               TOT     N9          987.89CR          987.89CR          987.89CR
                                            ** JOB TOTALS **       987.89CR**            **              **

SE DIV ST-SE CLEV AV          CONT NO         FA PROJ NOS HES 9800003 100                                         STATE
                                 426   1967    598     00 N 9    1,257.17CR        1,257.17CR        1,257.17CR
```

9828 (ORIGINAL) 26-1043 9828

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-10-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 5/02/84
TO 6/16/86

FEDERAL AID PROJECT NO.
IX - 9837(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

580

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
35,292.57	32,715.10	100%	32,715.10	32,715.10	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/10/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 47TH AT N.E. OREGON STREET PORTLAND CITY STREET MULTNOMAH COUNTY					
	Construction Type Code Y031 Signal (N.E. 47th Ave. at N.E. Oregon St.)					
	Final Contract Payment Summary	Lump Sum			$27,355.20	
SFO #1	Signal controller testing (State)	All Required			900.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$28,255.20**	
	Construction Engineering					
	Work by City of Portland	All Required			$ 4,238.28	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 4,238.28**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 221.62	
	TOTAL PARTICIPATING PROJECT COST				**$32,715.10**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 60.71	
	Work by City of Portland	All Required			927.46	
	State (Construction Engineering)	All Required			1,589.30	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 2,577.47**	
	TOTAL PROJECT COST				**$35,292.57**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3/26/87.					
	AMOUNT CARRIED FORWARD					

```
                                     TOT      P2         188,324.80        1,752,501.71       1,805,929.16
                                     TOT      P3         161,767.60        2,830,536.29       2,961,029.17
                                     TOT      N2             463.90            8,371.73           9,332.79
                                     TOT      N3             381.90            5,589.54           6,260.96
                                  ** JOB TOTALS **       350,938.20  **    4,596,999.27  **   4,782,552.08  **

                                                                                                              STATE
NE 47TH AVE @ NE ORE ST     CONT NO 9828    FA PROJ NOS XIG09837002 100
                              026    1043    201     00 P 1 Pay Cont.  2,553.00     27,355.20        27,355.20      84   85
                              026    1043    204     00 P 1 Cr. Ret.    127.65CR     1,367.76CR       1,367.76CR    84   85
                              026    1043    270     01 P 1 SFO#1                      900.00           900.00      84   84
                              026    1043    296     00 N 9 Tr. St.   2,434.80CR    33,320.96CR      33,320.96CR    84   85
                              026    1043    298     00 N 9 " Fed.    2,434.80      33,320.96        33,320.96      84   85
                              026    1043    900     00 P 1 Const. Engr.   9.58        360.10           540.75      84   85
                              026    1043    903     00 P 1 Pay Loc Govt.            5,162.82         5,162.82      84   85
                              026    1043    920     00 P 1 Prog. Sec.                                   49.45      84   84


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985          PAGE  143
                                                                           FISCAL           GRAND TOTAL     ACTIVE  YRS
     DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE        TO DATE        BEG    END
                              026    1043    940    00 P 1 Salm Lab.                   289.00           289.00      84   85
                              026    1043    941    00 P 1 Port.   "         .95CR     251.03           251.03      84   85
                              026    1043    944    00 P 1 Tech. Services                                 4.71      84   84
                              026    1043    945    00 P 1 Const. Sec.       .22CR      48.79            65.24      84   85
                              026    1043    948    00 P 1 Gen. const Eng.   .17CR      37.26            78.76      84   85
                                     TOT     P1                        2,433.59     33,036.44        33,329.20
                                  ** JOB TOTALS **                     2,433.59 **  33,036.44  **    33,329.20  **

PACIFIC HWY WASH 30TH       CONT NO 9788 = FA PROJ NOS HES 9361007 100                             HES 9361007     STATE
                              026    1044    201    00 P 1                        149,759.46        150,897.46      84   85
                              026    1044    204    00 P 1                             56.90                         84   85
                              026    1044    206    00 N 1                             58.49             58.49      85   85
                              026    1044    270    01 P 1                2.26CR      927.01            927.01      84   85
                              026    1044    296    00 N 9                        169,143.50CR      174,130.39CR    84   85
                              026    1044    298    00 N 9                        169,143.50        174,130.39      84   85
                              026    1044    900    00 P 1               36.83CR    13,067.80         20,205.24      84   85
                              026    1044    900    00 N 1                          1,631.16          1,725.72      84   85
                              026    1044    920    00 P 1                 .08CR        16.55             49.70      84   85
                              026    1044    940    00 P 1                 .63CR     1,307.07          1,329.07      84   85
                              026    1044    941    00 P 1                3.22CR       918.49            927.47      84   85
                              026    1044    942    00 P 1                                                78.47      84   84
                              026    1044    944    00 P 1                 .72CR       176.99            251.89      84   85
                              026    1044    945    00 P 1                1.29CR       285.39            301.04      84   85
                              026    1044    948    00 P 1                 .08CR        17.95             78.26      84   85
                                     TOT     P1                          45.11CR   166,533.61        175,045.61
                                     TOT     N1                                      1,689.65          1,784.21
                                  ** JOB TOTALS **                       45.11CR** 168,223.26  **    176,829.82  **
```

```
                     JOB COST SUMMARY RUN ON  10-27-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 10/24/87

                                              CREW   MSA        CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH             DATE
--          ------ -------- ---------- ------ -----       -------          ---------
C09828      000                    550 Eq't Rent.  8215 Portland General Inspection crew        42.00
OBJ-DETAIL 550                                                                     42.00

ACTIVITY                                                                           42.00✓ SUBTO

C09828      000      010 Supv.    001 Reg. work   0813 Final Estimates Gr.          35.36
C09828      000      010 & Adm.   001 time        0821 Quality control Gr.          13.85
OBJ-DETAIL 001                                                                     49.21

ACTIVITY    010                                                                    49.21✓ SUBTO

C09828      000      900 Proj. Mgr.  504 Blueprint  0521 Hwy Accnting              -108.00
OBJ-DETAIL 504                                                                   -108.00

C09828      000      900 Proj. Mgr.  550 Equip. Rent.  1001 Metro Design
OBJ-DETAIL 550

ACTIVITY    900                                                                  -108.00✓ SUBTO

C09828      000      901 Proj. Mgr. consult.  001 Reg. work time  7612 Traffic Design   133.15
OBJ-DETAIL 001                                                                    133.15

C09828      000      901 Proj. Mgr. consult.  504 Blueprint  7612 "         "          10.60
OBJ-DETAIL 504                                                                     10.60

ACTIVITY    901                                                                   143.75✓ SUBTO

C09828      000      940 Materials   001 Regular     8200 Materials section         40.98
C09828      000      940 Testing     001 work time   8214 Portland concrete crew   183.70
OBJ-DETAIL 001                                                                    224.68

ACTIVITY    940                                                                   224.68✓ SUBTO

SUB-JOB     000 SUBTOTAL                                                          351.64

C09828      001                    341 COOP Payments Loc. Govt  1010 Metro Reg. Off.  927.46
OBJ-DETAIL 341                                                                    927.46✓ Wor

C09828      001                    349 Interest    1000 Metro Region             60.71
OBJ-DETAIL 349                                                                     60.71✓ Inter

ACTIVITY                                                                          988.17 SUBTO


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 10-27-87
 CREW-NUMBER
LOADED
0/24/87

ation      CURRENT          BALANCE TO
           MONTH               DATE
           -------          ----------
w                                42.00
                                 42.00

                                 42.00 ✓SUBTOTAL  Const, Engr.

imates Gr.                       35.36
trol Gr.                         13.85
                                 49.21

                                 49.21 ✓SUBTOTAL  Const. Sec

nting                          -108.00
                               -108.00

sign

                               -108.00 ✓SUBTOTAL  Credit Proj. Mgr.

Design                          133.15
                                133.15
    "
                                 10.60
                                 10.60

                                143.75 ✓SUBTOTAL  Traffic Section

s section                        40.98
concrete crew                   183.70
                                224.68

                                224.68 ✓SUBTOTAL  Materials Testing

                                351.64

 off.                           927.46
                                927.46 ✓work by City

ion                              60.71
                                 60.71 ✓Interest on final payment

                                988.17 SUBTOTAL
```

```
PAGE    16

                         JOB COST SUMMARY RUN ON  10-27-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/24/87

                                                 CREW   MSA       CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH           DATE
--          ------ -------- ---------- ------ -----      -------      ----------
SUB-JOB      001 SUBTOTAL                                                   988.17

                         Proj.        Lump Sum
C09828      010      900         598  Engring   0521 Hwy Acctng.                   1,589.30
OBJ-DETAIL 598           Mgr.                                                   1,589.30

ACTIVITY     900                                                            1,589.30 ✓SUBTO

SUB-JOB      010 SUBTOTAL                                                   1,589.30

                                      COOP Payments
C09828      011                                 1000 Metro Region          33,329.20 ***
OBJ-DETAIL                                                                 33,329.20

C09828      011                  341  Loc Govt.  1010 Metro Reg. Off.          -924.54
OBJ-DETAIL 341                                                                -924.54 ✓ Wo

ACTIVITY                                                                   32,404.66 SUBTO

                                      Reg. work
C09828      011      050 Audit   001  time      0500 Hwy Acctng                221.62
OBJ-DETAIL 001                                                                 221.62

ACTIVITY     050                                                              221.62 ✓SUBTO

                         Proj.        Equip
C09828      011      900         550  Rent.     1001 Metro Design                -1.14
OBJ-DETAIL 550           Mgr.                                                    -1.14 ✓ Pr

                         Proj.        Lump
C09828      011      900         598  Sum Engr. 0521 Hwy Acctng            -1,589.30
OBJ-DETAIL 598           Mgr.                                              -1,589.30 ✓ Pr

ACTIVITY     900                                                           -1,590.44 SUBTO

SUB-JOB      011 SUBTOTAL                                                  31,035.84

EA          C09828 TOTAL                                                   33,964.95

                                                              +          1,367.76

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES                           -40.14
                                                              ___________________
                                                                        35,292.57
```

```
 10-27-87
  CREW-NUMBER
LOADED
0/24/87

        CURRENT         BALANCE TO
         MONTH             DATE
        -------         ----------
                            988.17

                          1,589.30
nq.                       1,589.30

                          1,589.30✓SUBTOTAL Proj. Mgr.

                          1,589.30

im                       33,329.20 ***
                         33,329.20

off                        -924.54
                           -924.54 ✓work by City

                         32,404.66 SUBTOTAL

                            221.62
ng                          221.62

                            221.62✓SUBTOTAL Audit Exp.

sign                          -1.14
                              -1.14 ✓Proj. Mgr.

tng                       -1,589.30
                          -1,589.30 ✓Proj. Mgr.

                          -1,590.44 SUBTOTAL

                          31,035.84

                          33,964.95

               +          1,367.76
                            -40.14
                         -----------
                         35,292.57
```

9828

N

August 1, 1985

South Carolina Insurance Co.
c/o Fred S. James & Co. of Oregon
111 SW Columbia
Portland, OR 97201

CON 5
#9828

On July 16, 1985, we wrote to you concerning release of final payment on Contract No. 9828 awarded to Tice Electric Company for traffic signal installation on NE 47th Avenue at NE Oregon Street in Portland in Multnomah County.

Final payment on this contract is $1,367.76 and the total contract amount is $27,355.20. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

ss

cc: Tice Electric Company
P. O. Box 15009
Portland, OR 97215

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9828

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 11, 1985

C. O. Fredrickson
FROM: for- W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9828, On Site Work Substantially Completed December 26, 1984

All Work Completed April 25, 1985

Project NE 47th Ave. @ NE Oregon St.

Highway NE 47th Ave.

County Multnomah

Type of Work Traffic Signal Installation

Contractor Tice Electric Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 16, 1985 - Surety letter written.

noted

RECEIVED
JUL 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9828

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland

WEEK ENDING: December 29, 1984

SECTION PREFIX: 26-1043

HIGHWAY: N.E. 47th Avenue

COUNTY: Multnomah

NAME OF JOB: N.E. 47th Avenue at N.E. Oregon Street

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Tice Electric Company

CONTRACT NUMBER: 9828

FEDERAL AID PROJECT NUMBER: IXG-9837 (2)

DATE OF CONTRACT: June 1, 1984

DATE WORK STARTED: October 4, 1984

ESTIMATED COMPLETION DATE: December 28, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 194

PROJECT AUTHORIZATION: $ 35,094.25

SPECIFIED COMPLETION DATE: January 1, 1985

PERCENT OF TIME ELAPSED: 97

EXCLUSIVE OF ENGINEERING: $ 32,029.25

ENGINEERING AUTHORIZATION: $ 3,065.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,234.45

ENGINEERING COST TO DATE: $ 3,065.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 5 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: December 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	
SUNDAY	50° Cloudy	1		
MONDAY	50° Cloudy	1		
TUESDAY	39° Cloudy	1		
WEDNESDAY	44° Cloudy	1		Project completed this date.
THURSDAY				
FRIDAY				
SATURDAY				

CS E CAE ..... RECEIVED LS..... TC.....
CO... DELAY SA..... CC.....
OE ..... JAN 3 1985 FE ..... CP.....
CA ..... POC .....
CAM ..... CONSTRUCTION OCS.....
EEO..... SECTION FILE.....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec. 23 SUNDAY	No Activity.
Dec. 24 MONDAY	No Activity.
Dec. 25 TUESDAY	No Activity.
Dec. 26 WEDNESDAY	Turned on new signal. Project completed.
Dec. 27 THURSDAY	
Dec. 28 FRIDAY	
Dec. 29 SATURDAY	

REMARKS

SIGNED Don Burdette LOCATION Portland
Don Burdette

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

: 9828

STATE COPY

TO BE COMPLETED BY FHWA 6-319	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** -5-84	STATE Oregon COUNTY Multnomah PROJECT NO. IXG-9837(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

NE 47th Ave. at NE Oregon St. in the City of Portland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,094.00	$ 35,094.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne H Coloma

For Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 15 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

See files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 12, 1984

FEDERAL AID PROJECT NO. IXG-9837(2)

N.E. 47TH AT N.E. OREGON STREET
PORTLAND CITY STREET
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
SIGNAL (N.E. 47TH AVE. AT N.E. OREGON ST.)

Temporary Protection and Direction of Traffic		All Required		$ 500.00
Temporary Signs	180	Sq. Ft.	4.00	720.00
Flagmen	30	Hour	20.00	600.00
Sidewalk Ramps	3	Only	400.00	1,200.00
Traffic Signal Installation, Complete		All Required		25,530.00
				$ 28,550.00

ANTICIPATED ITEMS

Signal Controller Testing	All Required	$ 1,500.00
Connect & Test New Interconnect	All Required	200.00
Inspection and Turn-On	All Required	400.00
		$ 2,100.00
	SUBTOTAL	$ 30,650.00
	Engineering	4,444.00
	TOTAL	$ 35,094.00

Length of Project ------------ 0.00 mi.

Federal Fuinds 100% $ 35,094.00

Group 1: 100%
Contract No. 9828
Prefix: 726-1955
Prefix: [illegible]26-1043

CL:bkb

9828

June 1, 1984

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street and
 Structural Engineering
Room 802 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On May 24, 1984 we received a satisfactory bid from Tice Electric Company of Portland for the N.E. 47th Avenue at N.E. Oregon Street project.

The total estimated construction cost based on their bid is computed as follows:

Contractor's Bid		$28,550.00
Anticipated Additional Items:		
Signal Controller Testing	$1,500.00	
Connect & Test New Interconnect	200.00	
Inspection & Turn-on	400.00	2,100.00
SUB-TOTAL		$30,650.00
Contingencies (4½%)		1,379.25
Engineering (10%) by City		3,065.00
TOTAL ESTIMATED CONST. COST		$35,094.25

Federal funds will be utilized at 100% on this signal project and no deposit is required from the City. The contract was awarded on June 1, 1984.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:mm

bcc: Wayne Schulte, Metro Region
 V.E. Skoog

W

9828

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IXG-9837(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 30170

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER FAU 9837

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

NE 47th Avenue at NE Oregon Street Section

Orig. w/ att. to 5/8

11. GENERAL DESCRIPTION OF WORK

Traffic Signal Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/24/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $40,693 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1.

Section *N.E. 47th Ave. at N.E. Oregon St.* Programming Estimate $

Highway *N.E. 47th [illegible]ve.* Project Length *—*

9828 County *Multnomah* *5-22-84* Completion Time *200 C.D.*

Kind of Work *Traffic Signal Installation* Est. Comp. Date

Prefix *726-1955-921* Letting Date *May 24, 1984* Project No. *IXG-9837(2)*

Rec'd 4/16 @ 2:00 PM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $33{,}440^{00}$

Anticipated Additional Items:

Royalty Payment		$ $2{,}100^{00}$
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	$1{,}500^{00}$	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Connect & Test New Interconnect	200^{00}	
Inspection & Turn On	400^{00}	
Adjust Utilities:		

Subtotal $ $35{,}540^{00}$

Contingencies (4-1/2%) . . . . . $1{,}599^{30}$

Engineering (8, 9, [✓ 10%]) . . . . . $3{,}554^{00}$

Subtotal $

Credit for

Estimated Net Authorization, Construction . . . . . $ $40{,}693^{30}$

APPROVED *Called Wayne Schulte gave him est. cost.* *G*

Road Design Engineer

Rec'd: 5-22-84 *G*

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.E. 47th Ave. at N.E. Oregon St.

COUNTY Multnomah

SHEET 1 **OF** 1

KIND OF WORK Traffic Signal Installation

KEY NUMBER

LENGTH —

DATE 4-16-84

NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	500.00
	Temporary Signs		Sq. Ft.	180	5.00	900.00
	Flaggers		Hour	30	18.00	540.00
	Sidewalk Ramps		Each	3	500.00	1,500.00
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	30,000.00

734-1736 (REV. 2-84)

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: Allen C. Harwood, Region Construction Engineer, Metro Region

DATE: March 13, 1984

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Local Agency Contracts
NE 47th Ave. @ NE Oregon St.
NE 47th Avenue
Multnomah County

copies
Int 5
CON 4

The other day you wrote a letter stating the necessity from your prospective of making the local agency party to the contract where local funds are totally involved in a project.

We agreed to try that method on a future suitable contract and had picked the 47th Avenue Interstate Transfer job as the likely candidate to revise the contract wording to reflect that the contract is between the city and the contractor.

Just today I was informed that the project had been taken off the bid opening schedule for the March 22 because of problems and I also just received a letter stating that the Federal Highway Administration does not approve of the project.

At any rate, if the project makes it on to the letting schedule we will change the contract wording to make the contract between the city and the contractor.

I was reminded by staff in discussing this issue that the standard provisions to our agency agreements, page 4, item no. 19, reads as follows: "Agency shall provide legal defense against all claims brought by the contractor, or others, resulting from the agency's failure to comply with the terms of this agreement".

It might be that this standard provision, copy attached, would be of some assistance to you.

NOTED
W. E. SCHWARTZ

GAP:pf
Attachment

cc: R. N. Bothman
Jack Sollis

RECEIVED
STATE HWY ENGR
MAR 16 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GARY

I'm not sure this covers a suit brought by the contractor in a dispute over the contract provisions. If it were not for the last part of the sentence "resulting from ------" I would feel much better. I see the agency's obligation as being limited to defense resulting from failure to comply with THIS agreement A

81-125-1387

9828

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IXG-9837(2)
47th @ Oregon Street
Portland

Date: March 9, 1984

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed the PS&E for this project and find it does not meet the accepted national criteria for traffic control devices. Specifically there is a "Green" conflict caused by traffic entering from the unsignalized approach.

The project is not approved for Federal funding.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
MAR 14 '84
REFER TO
FOR
File

3-14-84

NOTED
E. S. HUNTER

cy Bud George
[illegible]
ESH

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

3-13

cys
Buchman
George

9828

2-27-84

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726
Multnomah Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9837(1) Prefix 726-1955

Project Name N.E. 47th Ave. @ Oregon St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 27 day of Feb, 1984

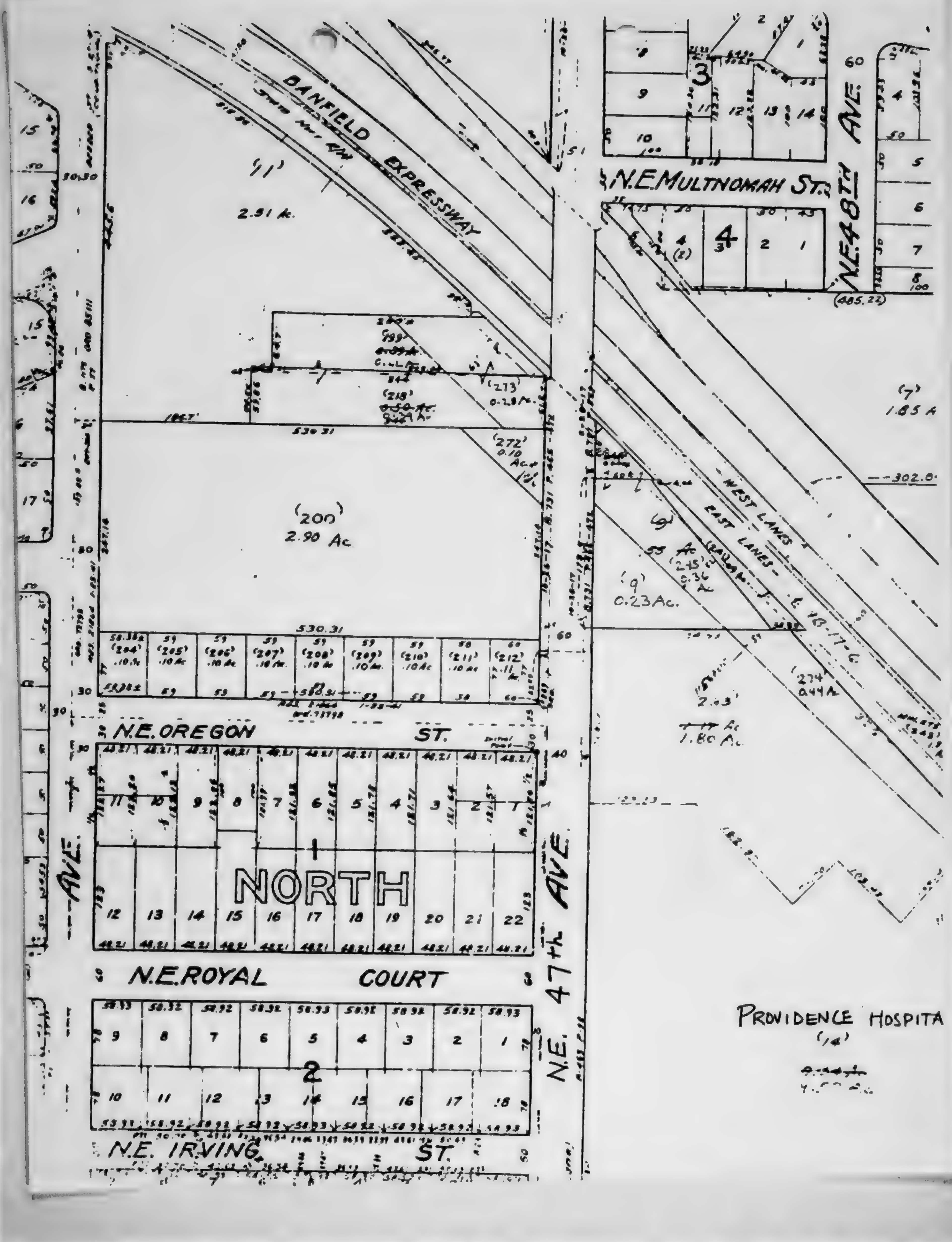
City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date 2/28/84

City Traffic Engineer
Martin Nizlek

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81


BANFIELD EXPRESSWAY
N.E. MULTNOMAH ST.
N.E. 48TH AVE.
N.E. 47th AVE
AVE.
N.E. OREGON ST.
N.E. ROYAL COURT
N.E. IRVING ST.
NORTH
WEST LANES
EAST LANES
(200)
2.90 Ac.
2.51 Ac.
(7)
1.85 A
(9)
0.23 Ac.
(272)
0.10 Ac.
(273)
0.23 Ac.
(274)
0.44 Ac.
(218)
(485.22)
302.0
530.31
1.80 Ac.
PROVIDENCE HOSPITA
(14)

9828

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 22, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30170
Project No. IXG-9837(2)
N.E. 47th Ave. @ N.E. Oregon St. Section

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 22, 1984.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Karen Bunk (Metro)
Gary Zehner (w/att.)
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-22-84

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., NE 47th Ave. (Portland)	ADT	PRESENT 8,250	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) IXG-	NUMBER 9837	SEQ. NO. (2)

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah CODE 051

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. U | FEDERAL-AID 9837 | STATE City St. | U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (100%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) Y031	(12)	"N.E. 47th Ave. @ N.E. Oregon St. Section"	0.0	42,000	(I-505) 42,000		

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	42,000	42,000

PROGRAM APPROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 30170; Project N
IX-9837(1).

-over

USCOMM DUSC

GARY

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

2-22-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., NE 47th Ave. (Portland)		8,250	----	----	10	Oregon	41	580	30170

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST M.	DESIG.
Signal								IXG-	9837	(2)		

FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah CODE 051

EA: Portland

ROUTE NO.: U FEDERAL-AID 9837 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (100%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) Y031	(12)	"N.E. 47th Ave. @ N.E. Oregon St. Section"	0.0	42,000	(I-505) 42,000			
RED BY DRH		PROJECT TOTALS	0.0	42,000	42,000			

AM APPROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 30170; Project No.
IX-9837(1).

-over

USCOMM DUSCOMM-DC 48808-P61

N.E. 47th Ave. @ N.E. Oregon St. Section

Remarks continued:

Project Data: work under this project consists of 1) install pedestrian activated traffic signal; 2) utility adjustments as required and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: a State-City agreement No. 7935 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively was executed 9-26-83.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '84 TIP/AE Page 26, Item No. 6.
3) Included in the Interstate Transfer Concept Program on Page 20, Item 21 also Resolution 84-443 Page 21, Item 112.

9828

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30170
Project No. IX-9837(1)
NE 47th Ave. @ NE Oregon St. (Portland) Sec.
Multnomah County

Not approved by FHWA

I request a program change to utilize 100 percent Federal funding, permitted under Section 117 of the 1983 STAA, requiring revisions as follows:

1) Project No.: Change to read "IXG-9837(1)".
2) Estimated Project Cost by Phases: Change to read --- TEC $4,120; FF $4,120.

Also, I request retaining the original effective date of August 30, 1983 for use of the 100 percent Federal share, for the project has been eligible for this funding under Section 120(c) of Title 23 USC since the 1983 STAA.

JLG:bkb
cc: Gary Zehner
General Files

F. Funds 85% for PE

Form 734-3122

9828   8-22-83

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
City St.; NE 4th Ave. (Portland) "NE 47th Ave. @ NE Oregon St. (Portland) Section"	178	30170	IX-9837(1)	U 9837	Street

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 (I-505 Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved _____

Dist.___ Cl. Ho. ..... Exempt ___ ~~Date~~ Approved in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1)—Project in Congressional District 3.

(2) Included in MSD TIP by Administrative adj. of 8/2/83

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 4,120
85%	FF	$ 3,500
	STATE	$ - - -
15%	CITY	$ 620

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
1) Attached is a copy of "Authority for Survey", project map and traffic signal warrants.
2) Concept based on August 19, 1983, letter to you from the Director of ODOT.

JLG:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-22-83	Gary A. Potter	Manager, Program Section

XC: GARY ZEHNDER

9928

8-12-83

N.E. 47th Ave. at Oregon St.
City of Portland
Pedestrian Signal

[illegible] ________ PROJECT UNIT ________
[illegible] ASSIST. ________ [illegible] UNIT ________
[illegible] ________ ________
[illegible] ________

Purpose: The purpose of this report is to provide justification of a pedestrian actuated signal on N.E. 47th Avenue at Oregon Street. Since changing conditions described below do not allow an opportunity to conduct a field (gap study) survey, this report will investigate signal warrants using data available.

Historical Background: During 1981, the Portland School Board decided to close Normandale Primary School and reassign part of the students to Laurelhurst School. Because of this action, the City of Portland has submitted a request to install a pedestrian actuated signal to provide for safe crossing of school children (kindergarten to grade five) on N.E. 47th Avenue.

Investigation: At the time of the decision to close Normandale, a school route plan was prepared for students transferring to Laurelhurst School at the beginning of the 1983-84 school year. This plan called for students to cross I-84 on N.E. 47th Avenue, then cross 47th at Oregon Street.

A traffic count taken on N.E. 47th Avenue at Oregon Street in May 1982 showed a (mid-week) daily traffic volume of 8,250 vehicles. During the 30 minute crossing periods before the beginning of and after the dismissal of school, traffic volumes on N.E. 47th Avenue ranged from 490 vph to 644 vph.

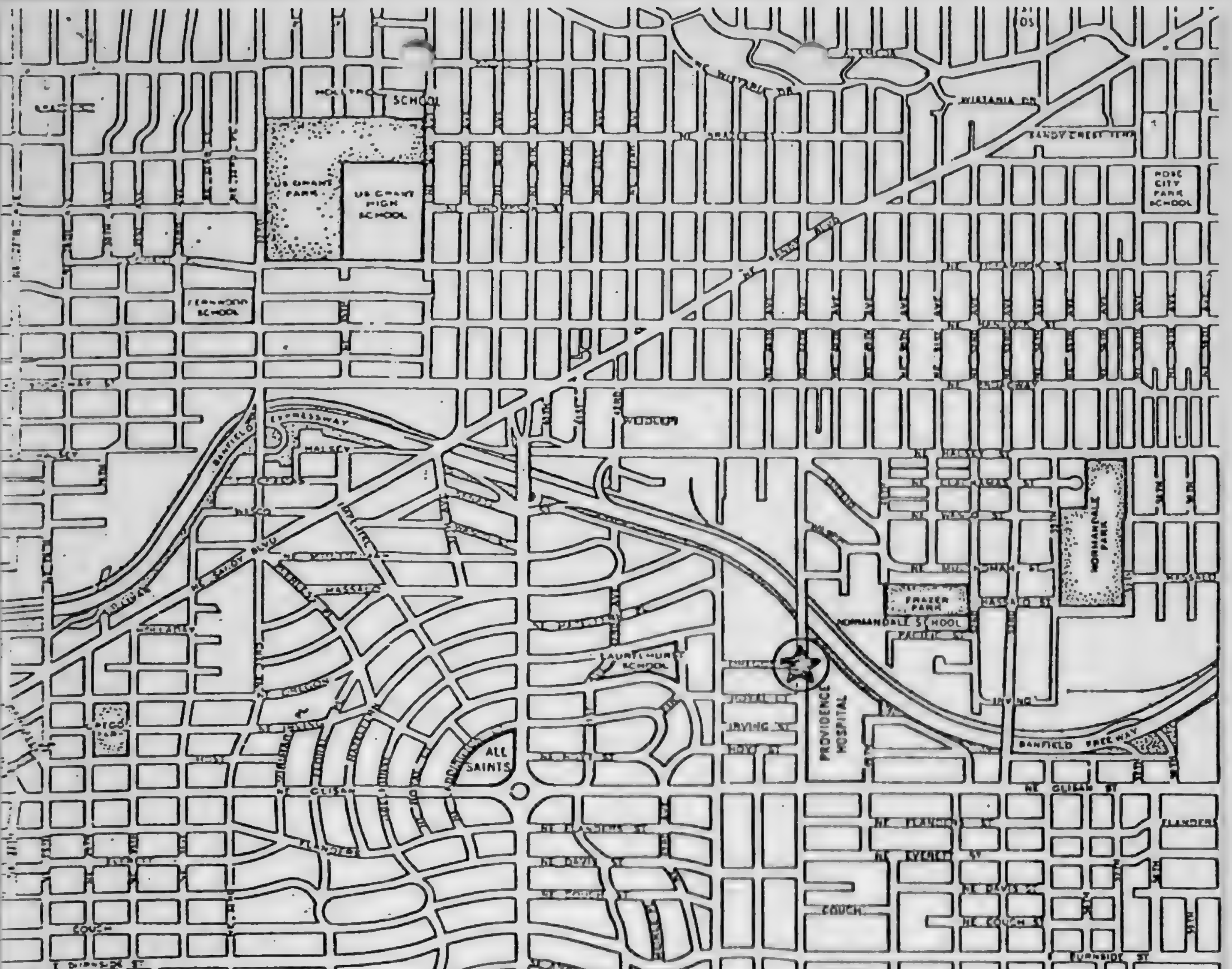
N.E. 47th Avenue is 36 feet wide, curb to curb, with two ten-foot traffic lanes (two-way) and parking on both sides. The school estimates that between 45 and 50 students, kindergarten through fifth grade, will be using this crossing to and from school, daily. It is assumed that crossings would take place individually or in small groups.

Using the Institute of Traffic Engineers guideline for "Maximum Two-Way Traffic Volume Which Permits Adequate Gaps for Pedestrian Crossing", it was determined that the maximum acceptable vehicle volume was 500 vehicles per hour (vph) during crossing hours. It is found that the maximum acceptable traffic volume is exceeded for all crossing periods except for the half hour immediately following the dismissal of kindergarten students at 11:30 a.m. Since kindergarten students are younger and less experienced at crossing busy streets, the existing (490 vph) traffic flow is considered adequate to warrant signalization for that period in addition to the other crossing periods being warranted.

It is also found that a pedestrian signal at this location would aid pedestrain access to and from Providence Hospital. Between the hours of 7:30 a.m. and 6 p.m., traffic volumes on 47th exceed the acceptable maximum (500 vph) for all but ten of the 15 minute periods. It is determined that crossing 47th at this location would be difficult most of the weekday daytime hours.

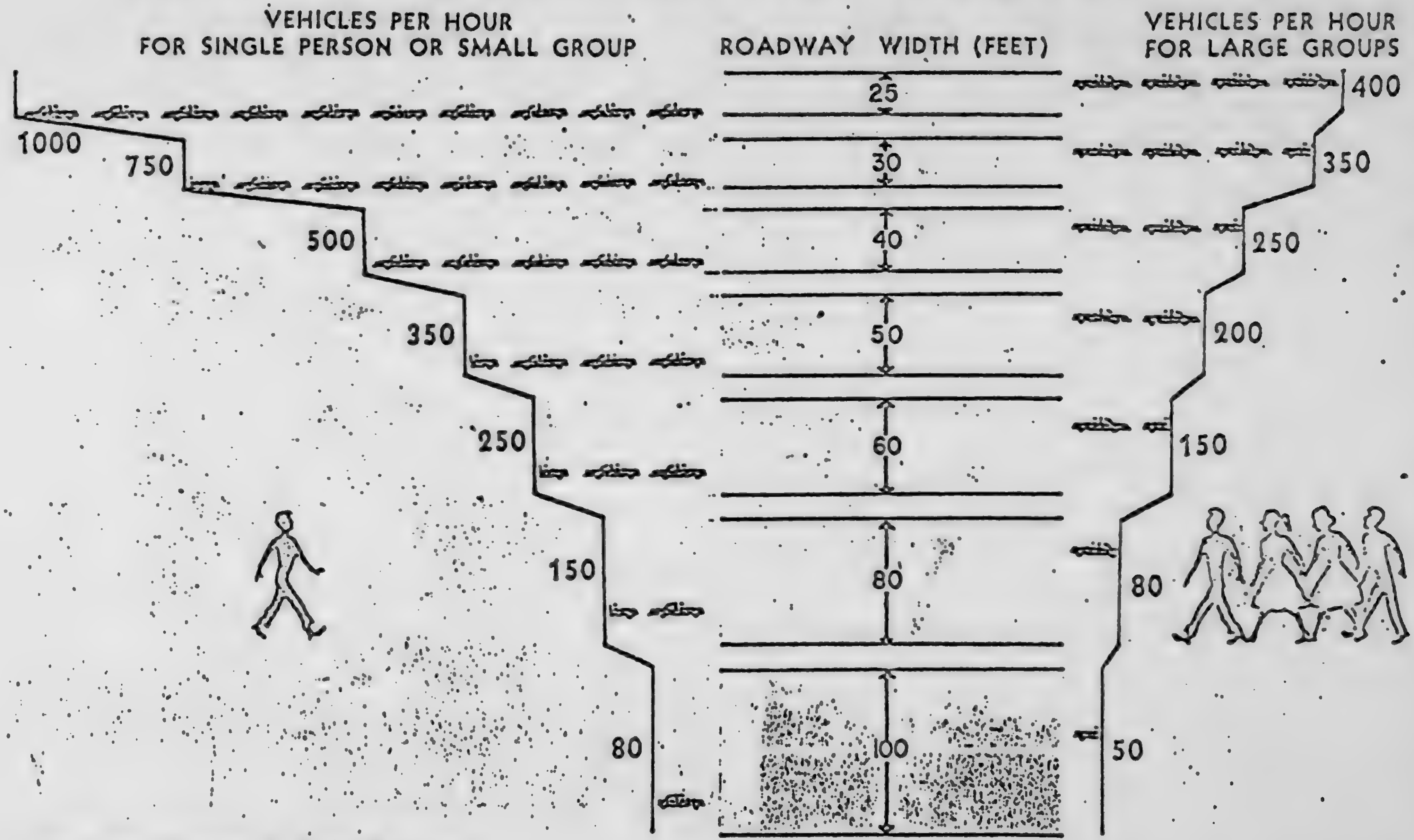
Recommendation: It is recommended that a pedestrian actuated signal be installed on N.E. 47th Avenue at Oregon Street to serve both school students and Providence Hospital. Analysis of traffic volumes and potential crossing of grade school age children support this recommendation.

GE:po
OSHD
8/12/83


HOLLYROD SCHOOL
WISTARIA DR
SANDY CREST TERR
U.S. GRANT PARK
U.S. GRANT HIGH SCHOOL
ROSE CITY PARK SCHOOL
FERNWOOD SCHOOL
BANFIELD EXPRESSWAY
HALSEY
SANDY BLVD
LAURELHURST SCHOOL
ALL SAINTS
PROVIDENCE HOSPITAL
IRVING ST
NORMANDALE PARK
FRAZER PARK
NORMANDALE SCHOOL
BANFIELD FREEWAY
GLISAN
NE GLISAN ST
FLANDERS
EVERETT ST
COUCH
BURNSIDE ST
ASH ST
LAURELHURST PARK
MT TABOR SCHOOL
STARK ST
WASHINGTON ST
ALDER ST
MORRISON
GLENCOE SCHOOL
BELMONT
YAMHILL
TAYLOR ST
SUNNYSIDE SCHOOL
ST STEPHEN
SALMON
MADISON
SEMINARY
HAWTHORNE BLVD

PROPOSED F.A. URBAN SYSTEM PROJECT

SCHOOL CROSSING SIGNAL AT
N.E. 47 TH AVE & OREGON ST



MAXIMUM TWO-WAY TRAFFIC VOLUME WHICH PERMITS ADEQUATE GAPS FOR PEDESTRIAN CROSSING

Data From: Institute of Traffic Engineers

Fig. 87. This chart offers a "yardstick" to use in determining whether or not the traffic volume at a given intersection provides satisfactory gaps for safe pedestrian crossing.

9828

10207

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: August 8, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: N.E. 47th & Oregon Street
Pedestrian Signal
City of Portland
Multnomah County
Plan #10207

Here is our programming packet for a new signal at N.E. 47th and Oregon Street. Included are the Federal Aid Project Request, project prospectus, and related correspondence.

This project will include the design and installation of one pedestrian actuated school signal. It will be funded by Federal Aid Interstate Transfer with the City of Portland paying the local match. The City of Portland has contacted the Metropolitan Service District for regional funding approval and METRO plans to make an administrative adjustment from Portland's FY '83 allowance.

The City of Portland will do the preliminary and construction engineering. ODOT will monitor the engineering work and let the contract.

We have made estimates for the region functions on the enclosed survey authority. The Location Section should add estimates for the Salem offices.

The City of Portland would like to expedite all stages of this project since fall school semester classes begin in September and the installation of this signal would make it safer for the school children.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser

Attachments

cc: Gaither
Terpin

81-125-1367

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 22, 1983

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JUL 26 REC'D

Mr. Jon Rose
Federal Aid Specialist
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: New Signal Project - NE 47th/Oregon

Dear Jon,

On Friday, July 22, 1983, we discussed the possibility of fast-tracking a single intersection signal project. After checking with Salem, we determined that this type of project could maneuver through the system and obtain FHWA approval in approximately four weeks. Well, here is our chance to test our hypothesis.

Enclosed please find the subject fast-track project request and project prospect. The project includes the design and construction of a pedestrian activated signal in the vicinity of a school and hospital on a street with an ADT of over 8,000 vehicles. Attached to this application is some of the correspondence from the principal of Laurelhurst School.

The City would like to install the signal before the fall school semester begins. This may be difficult since classes begin in eight weeks. However, even if we cannot make the installation by the end of September, October 1983 would be acceptable.

If you have any questions on this project, please contact me at 796-7170.

Sincerely,

Jerry Markesino

Jerry Markesino, P.E.
Transportation Program Manager

Enclosure: Project Application

c: Vic Rhodes
Dick Speer

JM:am

From Metro JON ROSE Date 7-26-83
To [redacted]
Proj. Mgmt. Traffic Region I Accounting
Comment:
The City would like to expedite this at all stages. Does it look like a good project?

Jon Rose

9828

E

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

8-4-83

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N. E. 47th AVENUE @ N.E. OREGON STREET

REGION: METRO REGION

HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
☒ URBAN ☐ RURAL	CITY: PORTLAND	COUNTY: MULTNOMAH	ROAD/STREET NAME: N. E. 47th Avenue
ROUTE #	FEDERAL AID #: 9837	APPLICANT (IF OTHER THAN STATE): CITY OF PORTLAND	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 3.9	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$ 0 --	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 30.0		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	NONE
	$		ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS (S,C,A)	NONE
% ENGINEERING CONTINGENCIES	$ 12.0		DESIGN CATEGORY (1-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 42.0	WORK TYPE (1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 45.9				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR): 9/83	RECOMMENDED FUNDING SOURCE: FAIX	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	--	--
SIGNALS (#)	--	1 pedestrian
BIKE PATH (Y/N)	--	--
AVERAGE DAILY TRAFFIC	8,250	10,000
YEAR OF AVERAGE DAILY TRAFFIC	1982	2000

DEFINE THE PROBLEM

Normandale School closed as of school year 1982-83. Laurelhurst School will take approximately 45-50 of the Normandale students. These children will now have to cross N. E. 47th Avenue to get to Laurelhurst School. Providence Hospital staff would also utilize a pedestrian signal as they have offices on the west side of 47th with the hospital east side of 47th.

PROPOSED SOLUTION

To provide adequate safe gaps for crossing N. E. 47th Avenue. This project proposed to design and install one pedestrian actuated signal at N. E. Oregon Street.

SIGNED, REGION ENGINEER
X — DATE: 8/4/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X — DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

CTION N. E. 47th Avneue at N. E. Oregon Street	KEY ID # REGION Metro - Region

PROJECT JUSTIFICATION

This project is part of a capital program for the installation of signals at school crossings and other intersections with heavy pedestrian use and high traffic volumes. Primary justification for this program is public safety. Currently the Bureau of Traffic Engineering has a list of 21 school crossing and 28 pedestrian crossing locations which are being monitored for possible crossing signals. N. E. 47th and Oregon is on this list of locations for a possible pedestrian signal. With the closure of Normandale School at the end of school year 1982-83, school children will now have to cross N. E. 47th Avenue to reach Laurelhurst School. N. E. Oregon Street is approximately midpoint between Halsey Street and Glisan Street, and will provide a crossing point for Providence Hospital staff and patients who cross from offices on the west side of N. E. 47th Avneue to Providence Hospital on the east side of N. E. 47th Avenue.

See attached correspondence between the principal of Laurelhurst School and the Portland Traffic Safety Commission.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE
.Y ID #

TION N. E. 47th Avneue @ N. E. Oregon Sreet

REGION Metro Region

ER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
95	A	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
IZEN'S VISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
OTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
CONNAISSANCE RVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
BLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
LD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
CINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
ILS VESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
DRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) NEW (#)	I
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

GHT-OF-WAY SON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	12		8				10	x	10				8		12	

PROPOSED - SAME

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA N.A.

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
RIDGE 1				BRIDGE 5			
RIDGE 2				BRIDGE 6			
IDGE 3				BRIDGE 7			
				BRIDGE 8			

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. E. 47th Avenue @ N. E. Oregon Street

REGION Metro Region

ATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The proposed pedestrian signal will have no affect on traffic capacity along N. E. 47th Avenue. Pedestrian safety will be improved for school children and for employees and patients of Providence Hospital.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE IDENTIFIED

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Mike Bauer/Jim Wilson	**TELEPHONE NUMBER** 796-5185	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**

9828

8-2-83

```
                    METROPOLITAN SERVICE DISTRICT
                           527 SW HALL ST
                         PORTLAND,OR 97201
                            503/221-1646
               STATEMENT OF TRANSACTION IN FEDERAL DOLLARS
                       TIP PROJECT ADJUSTMENT
                              02-Aug-83

NEW PROJECT USING SIGNAL RESERVE FUNDS

TRANSACTION#: 83080221
PROJECT: PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON
METRO #: 801  1505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND
SPONSOR: CITY OF PORTLAND
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********              ******NEW STATUS******

                 LESS      UNOBLIGATED     THIS    UNOBLIGATED     PROJECT
AUTHORIZED  OBLIGATION     BALANCE    ADJUSTMENT   BALANCE        TOTAL
--------------------------------------------------------------------------
PRELIMINARY ENGINEERING
        0           0            0      3,500        3,500         3,500
TOTAL
        0           0            0      3,500        3,500         3,500

REVISED PROGRAM($000): FY83 PE         4

[][][][]@DE:620.DAT
*493
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```
                    METROPOLITAN SERVICE DISTRICT
                           527 SW HALL ST
                         PORTLAND,OR 97201
                            503/221-1646
               STATEMENT OF TRANSACTION IN FEDERAL DOLLARS
                       TIP PROJECT ADJUSTMENT
                              03-Aug-83

CORRECTS MISADJUSTMENT OF 02-AUG-83


TRANSACTION#: 8308031
PROJECT: WESTSIDE TSM-LOVEJOY RAMP
FUNDING: UMTA SECTION 3 TRADED CAPITAL PROGRAM
SPONSOR: TRI-MET
FILE # : 35496009
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

***********PREVIOUS STATUS***********         ******NEW STATUS******

                  LESS    UNOBLIGATED     THIS   UNOBLIGATED     PROJECT
  AUTHORIZED  OBLIGATION    BALANCE   ADJUSTMENT   BALANCE        TOTAL
--------------------------------------------------------------------------
PRELIMINARY ENGINEERING
       4,000           0        4,000            0        4,000      4,000
CONSTRUCTION
      67,600           0       67,600      -42,000       25,600     25,600
TOTAL
      71,600           0       71,600      -42,000       29,600     29,600

REVISED PROGRAM($000): FY83 PE        4 FY83 CON      26

PROJECT: PEDESTRIAN/SCHOOL SIGNAL-NE 47TH AVENUE AND OREGON
FUNDING: I505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND
SPONSOR: CITY OF PORTLAND
FILE # : 76493201

PRELIMINARY ENGINEERING
       3,500           0        3,500            0        3,500      3,500
CONSTRUCTION
           0           0            0       42,000       42,000     42,000
TOTAL
       3,500           0        3,500       42,000       45,500     45,500

REVISED PROGRAM($000): FY83 PE        4 FY83 CON      42

C]C]C]C]@DEC620.DAT
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- 9727 -

Ira 7-6-1
Ptld.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: N. E. 47th AVENUE @ N. E. OREGON Street

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 726-1955

DATE: July 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		3,620	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
91 IGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 4,120
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9837(1)

LOCATION ENGINEER'S REMARKS: FAIX

1 Vanderz ✓
Cy
2
Cy
3 Stoudenmeyer D.L.
Ter
4
Cy Wakerly
5 Molly

SEP 16 1983
ROAD DESIGN SECTION

Cy Lyle

Do Not File ☐
Return To
Bring Up
Action

Approved by Hwy Engr. 8-12-83

PREPARED BY	DATE	APPROVED, acting ASST. ~~HIGHWAY ENGINEER~~ FOR OPERATIONS X L.O. Rudickson	DATE 9-9-83
RECOMMENDED, REGION ENGINEER X	DATE 8/11/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-30-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — P. JECT REQUEST

SEE INSTRUCTIONS ON REVERSE

ECTION N. E. 47th AVENUE @ N.E. OREGON STREET	KEY ID # REGION METRO REGION

HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
☐ URBAN ☐ RURAL	CITY PORTLAND	COUNTY MULTNOMAH	ROAD/STREET NAME N. E. 47th Avenue
OUTE #	FEDERAL AID # 9837	APPLICANT (IF OTHER THAN STATE) CITY OF PORTLAND	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
RELIMINARY ENGINEERING		$ 3.9	GRADING (✓)		FILES (#)	
IGHT OF WAY		$ 0 --	PAVING (✓)		ACRES (#)	
OADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
TRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
IGNALS	$ 30.0		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	A
LLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
EMPORARY ROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	NONE
	$		ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS (S,C,A)	NONE
% ENGINEERING CONTINGENCIES	$ 12.0		DESIGN CATEGORY (1-7)		**CONSTRUCTION BY**	
OTAL CONSTRUCTION		$ 42.0	WORKTYPE (1-12)		☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 45.9				

INANCING/ ROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 9/ 83	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL ANES (#)	2	2
TRUCTURES (#)	--	--
SIGNALS (#)	--	1 pedestrian
BIKE PATH (Y/N)	--	--
AVERAGE DAILY TRAFFIC	8,250	10,000
EAR OF AVERAGE DAILY TRAFFIC	1982	2000

DEFINE THE PROBLEM

Normandale School closed as of school year 1982-83. Laurelhurst School will take approximately 45-50 of the Normandale students. These children will now have to cross N. E. 47th Avenue to get to Laurelhurst School. Providence Hospital staff would also utilize a pedestrian signal as they have offices on the west side of 47th with the hospital east side of 47th.

PROPOSED SOLUTION

To provide adequate safe gaps for crossing N. E. 47th Avenue. This project proposed to design and install one pedestrian actuated signal at N. E. Oregon Street.

EED, REGION ENGINEER X	DATE 8/9/83			
PPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
PPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

ECTION N. E. 47th Avneue at N. E. Oregon Street

REGION Metro - Region

PROJECT JUSTIFICATION

This project is part of a capital program for the installation of signals at school crossings and other intersections with heavy pedestrian use and high traffic volumes. Primary justification for this program is public safety. Currently the Bureau of Traffic Engineering has a list of 21 school crossing and 28 pedestrian crossing locations which are being monitored for possible crossing signals. N. E. 47th and Oregon is on this list of locations for a possible pedestrian signal. With the closure of Normandale School at the end of school year 1982-83, school children will now have to cross N. E. 47th Avenue to reach Laurelhurst School. N. E. Oregon Street is approximately midpoint between Halsey Street and Glisan Street, and will provide a crossing point for Providence Hospital staff and patients who cross from offices on the west side of N. E. 47th Avneue to Providence Hospital on the east side of N. E. 47th Avenue.

See attached correspondence between the principal of Laurelhurst School and the Portland Traffic Safety Commission.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. E. 47th Avneue @ N. E. Oregon Sreet

REGION Metro Region

B ER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	A	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) NEW (#)	I
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	12		8				10	×	10				8		12	

PROPOSED - SAME

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA N.A.

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

PROJECT PROSPECTUS
PART 3 — PROJECT ENV NMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

ECTION N. E. 47th Avenue @ N. E. Oregon Street

REGION Metro Region

ATED RIGHT-OF-WAY IMPACTS

NONE

STIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

STIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The proposed pedestrian signal will have no affect on traffic capacity along N. E. 47th Avenue. Pedestrian safety will be improved for school children and for employees and patients of Providence Hospital.

STIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

TIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

RELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE IDENTIFIED

RECOMMENDED PROJECT CLASSIFICATION

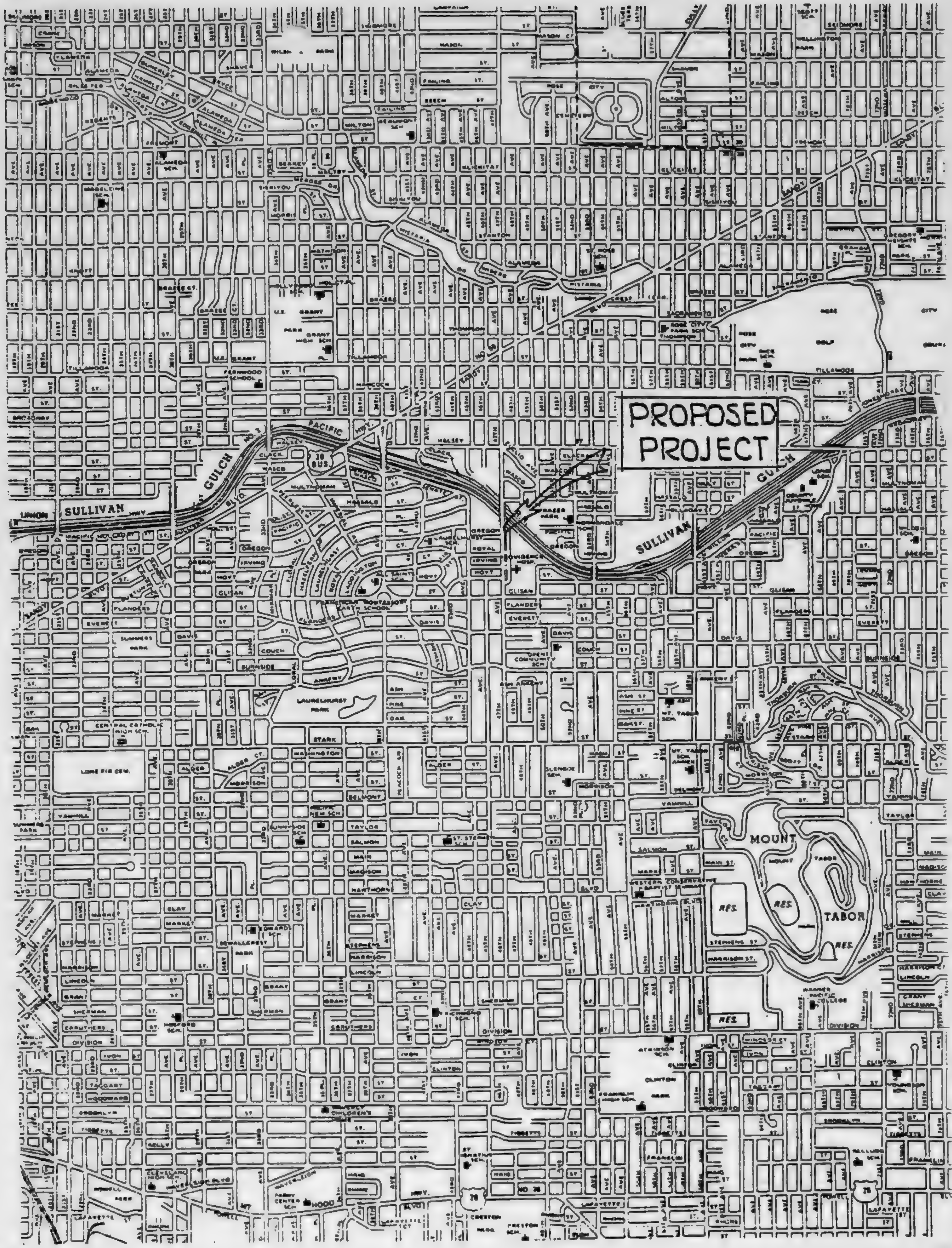
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

THER DOCUMENTATION

PREPARED BY X Mike Bauer/Jim Wilson	TELEPHONE NUMBER 796-5185	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROPOSED PROJECT
SULLIVAN GULCH
UNION
SULLIVAN HWY
PACIFIC HWY.
30 BUS.
SULLIVAN
GULCH
ROSE CITY CEMETERY
ROSE CITY GOLF COURSE
U.S. GRANT PARK
GRANT HIGH SCH.
LAURELHURST PARK
LONE FIR CEM.
MOUNT TABOR
RES.
FRANKLIN HIGH SCH.
ALAMEDA
SANDY BLVD
HALSEY
BROADWAY
TILLAMOOK
GLISAN
BURNSIDE
STARK
BELMONT
HAWTHORNE BLVD
DIVISION
CLINTON
POWELL
HOOD
26

FEDERAL AID PROJECT REQUEST

Date July 1983

Applicant Agency City of Portland

Request for: Off-System_____, FAS-C_____, FA|X X Project

Federal Aid Route No. 9837 **Route Name** N. E. 47th Avenue

Project Name N. E. 47th & Oregon Pedestrian/School Signal

Project Length N.A. **Project Location (Attach sketch map)**

Project Description to design and install one pedestrian actuated school signal that will provide gaps in traffic to allow safe crossing at N.E. 47th Avenue by school children.

Average Daily Traffic 8,250 vpd **Design Speed** 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36 ft **Travel Lanes** one each direction **Shoulders** None

Medians None **Parking** Both Sides

Sidewalks Yes

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width **Travel Lanes** **Shoulders**

Medians **Parking**

Curbed **Length Curb Radii**

Sidewalk/Bikeway

Remarks No changes proposed in existing roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 **Minimum** **Maximum**

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks No additional right of way required

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location N. E. 47th Avenue at Oregon Street

Type Pedestrian actuated
Phases 2
Type of Suspension span wire
Interconnected
Remarks Cross street stop - no vehicle indication or actuation

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type

Remarks No changes proposed in existing illumination

V. STRUCTURE DATA NOT APPLICABLE

1. **Existing Structure:**

Location
Type
Approach Roadway Width **Shoulder Width**
Length **Width**
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: **Length** **Width**

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA NOT APPLICABLE

1. Are there any railroad crossings? Yes______ No______

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. **Citizen Involvement**	Bureau of Traffic Engineering) Office)	Jim Wilson Mike Bauer
2. **Environmental**	Bureau of Traffic Engineering) Office)	
3. **Public Hearing**	Bureau of Traffic Engineering) Office	

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State______ Consultant______

2. Project construction engineering to be performed by:

Applicant X State__________ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes X No__________

If "yes," describe briefly: Preliminary engineering, drafting, specifications, construction inspection

4. Applicant's estimate of cost for requested project:

Roadway Work	$ --
Right-of-way costs (if participating)	--
Traffic control	42,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	3,500
PROJECT TOTAL	$ 45,500

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND and/or __________ COUNTY

By B. O. Schmidt

By__________

By__________

By__________

By__________

1984 Arterial St. Overlay 9829
Proj. No. 5, Unit 2, Portland
(gr, pav, sign, sig, landsc)

jc cc: OSHD ([illegible] L. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/22/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-0000(62)
COMPLETION DATE (Actual) 12/11/84	ACCEPTANCE DATE BY CONRTACT AGENCY 12/31/86	TIME ELAPSED SEE BELOW %	CONTRACT TIME 120 Calendar Days
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

ARTERIAL STREET OVERLAY
PROJECT NO. 5 (PORTLAND) UNIT 2
Grading, Paving, Signing, Signals & Landscaping

This project provided for the overlaying and reconstruction of curbs and driveways on four different sections of city streets; also, pedestrian and traffic signals were installed at one location.

This contract was awarded to Cascade Construction Company on 6/1/84. Work started 6/12/84 and was completed 12/11/84. The contractor used 150% of the original contract time. The contract time was broken into four phases. Time extensions were granted for all four phases of construction. Part of these extensions were coded nonparticipating due primarily to utility relocation delays. There remained 28 days for which liquidated damages were charged at $150 per day and 15 days at $225 per day, for a total of $7,575. The total project cost of $691,374 overraun the original authorization by 9%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

5

RECEIVED
STATE HWY ENGR
AUG 14 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-26 87	TITLE District Engineer	DATE 5/28/87

9829

October 6, 1986

CON 5 - 9829

The Travelers Indemnity Company
Surety Department
111 SW Fifth #1600
Portland, OR 97204

On February 10, 1986, we wrote to you concerning release of final payment on Contract No. 9829 awarded to Cascade Construction Company, Inc. for work on the Arterial Street Overlay Project No. 5 (Portland) Unit 2 on city streets in Multnomah County.

The total contract amount is $572,431.80 including $21,955.77 for work performed under force account.

George Bell
Assistant Director

slp
cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9829

March 3, 1986

CON 5
#9829

Schwabe, Williamson, Wyatt,
Moore & Roberts
Attorneys at Law
1211 W. Fifth Avenue
Portland, OR 97204-1082

Attention: James Huegli

This is in response to your letter of February 26, 1986, requesting release of the final contract proceeds to the surety and mailed to you as outlined in an approved assignment of claim.

Disbursals are made by the Contract Accounting Section in Salem. (Phone 378-6232). They cannot disburse until they receive the final estimate from the field office.

Robert W. Gormsen
COMMISSION SERVICES

bc: Jan Peterson

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
SUITES 1600-1800, PACWEST CENTER
1211 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3795
TELEPHONE (503) 222-9981

JAMES D. HUEGLI
(503) 796-2918

CABLE ADDRESS "ROBCAL"
TELEX 151563
TELECOPIER (503) 796-2900

February 26, 1986

Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Re: CON 5 - #9827
Tice Electric - Stein Contracting

Dear Mr. Gormsen:

I understand that this contract has been completed and the surety, of course, has paid all outstanding claims. An assignment of all proceeds from the contract has been made and acknowledged by your office December 11, 1985.

We were advised by Rose Wickam at the Contract Payments Section that there is in excess of $7,000 left in the contract that is yet to be paid.

We would appreciate your consideration of our request as to what is necessary to release the final contract proceeds to the surety to reimburse them for in excess of $30,000 in claims paid.

Thank you for your courtesy.

Very truly yours,

James D. Huegli

JDH:lr
cc: John Downes
Claim No. 513 804-5

RECEIVED
FEB 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20007 • THE FLOUR MILL, SUITE 302 • 1000 POTOMAC ST. N.W. • (202) 965-6300
SEATTLE, WASHINGTON 98171 • PEOPLES NATIONAL BANK BUILDING • SUITE 900 • 1415 FIFTH AVENUE • (206) 621-9168

9829

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9829

TO: Robert Gormsen
Manager, Commission Services

DATE: January 31, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9829, On Site Work Substantially Completed December 11, 1984

All Work Completed April 17, 1985

Project Arterial Street O'lay Project #5

Highway City Streets

County Multnomah

Type of Work Grading, Paving, Signing, Signals and Landscaping

Contractor Cascade Construction Company, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-7-86 - Surety Letter written.

On Feb report

Noted
RWG

Rec'd
2/7/86

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 9, 1986

In Reply Refer to
File No.: CON 5

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Arterial St. Overlay Project No. 5,
Unit 2 (Portland) Section
Various City Streets, Multnomah County
Contract No. 9829

This Interstate transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $50,800 or eight percent.

In order to prevent trucks running over a curb line and encroaching onto a landscaped area, it was necessary to increase the radius at one intersection and to install a poured-in-place barrier. This force account work added nearly $22,000 to the cost of the project.

Construction engineering costs on the project overran for two reasons. One reason is the force account work cited above. This work came late in the project and required considerable engineering time to plan and design, and since agreement could not be reached on unit prices, the work was performed on force account basis and required full time inspection. Another reason contributing to the overrun of engineering costs is the simultaneous operations by the contractor at widely separated locations on the project in different areas of the city.

There are sufficient funds available in the category of work and all the increase except $17,000 is eligible for federal participation.

I recommend that the authorization be increased by $50,800 to a new total of $692,155.38. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
V. E. Skoog
R. W. Gormsen
E. L. Hardt
C. O. Fredrickson
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Arterial St. Overlay Project No. 5,
Unit 2 (Portland) Section
Various City Streets, Multnomah County
Contract No. 9829

This Interstate transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $50,800 or eight percent.

In order to prevent trucks running over a curb line and encroaching onto a landscaped area, it was necessary to increase the radius at one intersection and to install a poured-in-place barrier. This force account work added nearly $22,000 to the cost of the project.

Construction engineering costs on the project overran for two reasons. One reason is the force account work cited above. This work came late in the project and required considerable engineering time to plan and design, and since agreement could not be reached on unit prices, the work was performed on force account basis and required full time inspection. Another reason contributing to the overrun of engineering costs is the simultaneous operations by the contractor at widely separated locations on the project in different areas of the city.

There are sufficient funds available in the category of work and all the increase except $17,000 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $50,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
M. Smith
M. Mohning
B. M. Walton
D. L. Trout

US Department of Transportation
Federal Highway Administration

nig cc: OSHD [illegible] Coulter)

6K

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Don Burdette, City of Portland
Mike Smith, OSHD

DATE OF INSPECTION 5-2-85	INSPECTION MADE BY Thomas P. Lowe, Area Engineer	PROJECT NO. IX-0000(62)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See Below %	WORK COMPLETED 100 %

ARTERIAL STREET OVERLAY
PROJECT NO. 5 (PORTLAND) UNIT 2
Grading, Paving, Signing, Signals, and Landscaping

This project provided for the overlaying and reconstruction of curbs and driveways on four different sections of city streets; also, pedestrian and traffic signals were installed at one location.

The section of city street overlayed on Burnside Street was randomly selected for inspection. This section is typical of the other work done under the contract.

For a city street overlay, the pavement and ride were above average. The concrete curb and driveway work was exceptional.

The Project Manager advised that no significant AC specification problems occurred, except for compaction on one day's run, for which a penalty was assessed. There were no significant materials quality problems.

The contractor used 150 percent of the original contract time. The contract time was broken into four ~~distinct~~ phases. Time extensions have been granted for each of the four phases of construction. There remained 28 days for which liquidated damages have been charged at $150 per day and 15 days at $225 a day, for a total of $7,575. Part of the time extensions were coded Nonparticipating for various reasons (see Mr. Schwartz's April 2, 1985 letter to Cascade Construction Co., Inc., for a specific breakdown of participation vs. nonparticipation in the time extension).

The completed work appears to have been performed in conformance with the contract requirements, and therefore acceptance is recommended.

-- TPL --

NOTED
W. E. SCHWARTZ
5/20

RECEIVED
STATE HWY ENGR
MAY 16 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	...	File

Form FHWA-1446A
(Rev. 2-84)

9221

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-30		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 1		Project Number IX-0000(62)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 22 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,129,681.00	$ 1,174,326.00
Federal funds	$ 960,227.00	$ 998,177.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 25, 1985

FEDERAL AID PROJECT NO. IX-0000(62)

ARTERIAL STREET OVERLAY PROJECT NO. 5 (PORTLAND) UNIT 1 & UNIT 2
CITY STREETS (PORTLAND)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY ROUTE 9366 SE MADISON ST. (UNION AVE.-12TH AVE.)
ROUTE 9760 SE BYBEE BLVD. (MC LOUGHLIN BLVD., EAST
ROUTE 9773 SE 28TH AVE. (WOODSTOCK BLVD. SOUTH)
ROUTE 9776 SE FOSTER RD. (82ND AVE., WEST)
ROUTE 9800 SE DIVISION (50TH AVE.-60TH AVE.)
ROUTE 9810 SE STARK ST. (12TH AVE.-20TH AVE.)
ROUTE 9811 NE 21ST AVE. (BROADWAY ST. TO FREMONT ST.)
ROUTE 9957 N. VANCOUVER AVE. (AINSWORTH ST.-LOMBARD ST.)

Total as on estimate of June 20, 1984 $488,326.00

TYPE CODE I000
ROADWAY (UNIT 2)
ROADWAY ROUTE 9386 S.W. GIBBS ST. (SW 9TH-SW 11TH)
ROUTE 9926 N. GOING ST. (GREELEY - I-5)
ROUTE 9822 E. BURNSIDE (33RD-39TH)

ALTERNATE "B"

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$ 8.62	10,290	$88,699.80	12,306.12	$106,078.75
Portland Cement in CTB Mixture	63.00	566	35,658.00	697.74	43,957.62
6-Inch Concrete Sewer Pipe (PA #3)	27.35	---	---	75	2,051.25
Poured in Place Median Barrier (FA #5)	---	---	---	---	13,000.00
Adjust Water Facilities (SFO #1)	---	---	---	---	9,687.84
	Subtotal		$124,357.80		$174,775.46

Increase	$ 50,417.66
Subtotal from estimate of June 20, 1984	556,670.82
Subtotal	$ 607,088.48
Engineering	78,911.52
Total	$ 686,000.00

Length of Roadway (Unit 1)	3.730 mi.
Length of Roadway (Unit 2)	1.030 mi.
Total	4.760 mi.

Cost of Roadway Per Mile (Unit 1)	$130,918.49
Cost of Roadway Per Mile (Unit 2)	$666,019.42

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds 9%	City Funds 6%
Roadway (Unit 1)	$ 488,326.00	$ 415,077.00	$ 43,949.00	$ 29,300.00
Roadway (Unit 2)	686,000.00	583,100.00	61,740.00	41,160.00
Total	$1,174,326.00	$ 998,177.00	$ 105,689.00	$ 70,460.00

UNIT 1

Group 1	100%
Contract No.	9804
Prefix:	726-1953 P.E.
Prefix:	26-1045

UNIT 2

Group 1	100%
Contract No.	9829
Prefix:	726-1953 P.E.
Prefix:	326-1073

Appn Code 177
WH:bkb

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1985

In Reply Refer to
File No.:
CON 5

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Re: Time Extension Request
Arterial Street Overlay Project No. 5 (Portland) Unit 2
Contract No. 9829

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an additional 21 calendar days in which to complete phase "a" of the contract due to cure time requirements, extra work and lack of construction stakes. A contract time adjustment of an additional 24 calendar days is granted due to the cure time requirements and extra work performed. The adjusted contract time of completion for phase "a" of the contract is 69 calendar days after commencement of work on this phase.

You requested an additional 69 calendar days for phase "b" due to extra and additional work. Our records indicate that 62 calendar days were required and a time adjustment of an additional 62 calendar days is granted for this request. The adjusted contract time of completion for this phase of the contract is 152 calendar days following commencement of work on this unit.

You requested an additional 13 calendar days for completion of phase "c" due to utility delay, sprinkler system repairs, and additional work. Our records indicate these delays to have been 11 calendar days. A time extension of an additional 11 calendar days is therefore granted for phase "c" of the project. The adjusted contract time of completion for this phase of the project is 101 calendar days following commencement of work on this unit.

You requested an additional 59 calendar days for phase "d", completion of all work under the contract, due to the reasons given for phases "a", "b", and "c". Our records indicate the cumulative effect of the time adjustments granted for phases "a", "b", and "c" to be 44 calendar days. A contract time adjustment of an additional 44 calendar days is granted for phase "d" of the project. The adjusted contract time of completion for phase "d" of the project is 164 calendar days.

Liquidated damages remain assessed under this contract as follows:

Phase	No. Days	Rate/day	Amount
C	5	150.00	$ 750.00
A & C	23	150.00	3,450.00
B & D	15	225.00	3,375.00
		TOTAL:	$7,575.00

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Mel Mohning.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Mel Mohning w/attach.
City of Portland
FHWA w/attach.
Bruce Walton NOTE: Code as follows: "A"=22n & 2p; "B"=62p; "C"=6n & 5p; "D"=13n & 31p

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Arterial Street Overlay Project No. 5 (Portland) Unit 2

WEEK ENDING: January 5, 1985

SECTION PREFIX: 326-1073

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: Cascade Construction Inc.

KIND OF WORK: Grading, paving, signals, signing & landscaping

CONTRACTOR: June 1, 1984

CONTRACT NUMBER: 9829

FEDERAL AID PROJECT NUMBER: IX-0000(62)

DATE OF CONTRACT:

DATE WORK STARTED: June 11, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 120

CALENDAR DAYS USED 179

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 149%

PROJECT AUTHORIZATION: $ 641,355.38

EXCLUSIVE OF ENGINEERING: $ 590,499.01

ENGINEERING AUTHORIZATION $ 84,760.62

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 102%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 610,000.00

ENGINEERING COST TO DATE $ 80,683.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104%

ESTIMATED PERCENT: OVERRUN / UNDERRUN 2 %

PERCENT OF AUTHORIZATION 95 %

DATE PROJECT WAS COMPLETED: December 11, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Landscape	
100%	100%	100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30				
MONDAY 31				
TUESDAY 1				
WEDNESDAY 2				
THURSDAY 3				
FRIDAY 4				
SATURDAY 5				

CE F CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... JAN 10 1985 FE ...... CP ......
CA.............. PQC ✓
CAM .... CONSTRUCTION QCS..........
EEO.............. SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	
MONDAY 31	Project Complete. Working on minor punchlist items
TUESDAY 1	No work
WEDNESDAY 2	No work
THURSDAY 3	No work
FRIDAY 4	No work
SATURDAY 5	

REMARKS

SIGNED Mel Mohning by Bruce Shearer LOCATION City of Portland
Mel Mohning, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9827

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(62)
2. STATE PROJECT NO. See below
2A COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30165
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 7-2-84
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION:

Arterial Streets Overlay Project No. 5-Unit 2

11. GENERAL DESCRIPTION OF WORK

Furnish, install "No Left Trun" sign cabinet and remove after construction completed

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7-2-84 as requested in Mr. Fredrickson's letter of 7-12-84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Portland forces is approved for a TEC of $300 Federal Funds $255.

14. DATE 8/8/84
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 23, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Street Overlay Project No. 5 (Portland), Unit 2
City Streets
Multnomah County
Project No. IX-0000(62)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Water Works' facilities dated June 11, 1984.

A certification prepared by Mel Mohning as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as these are City facilities on City Street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 2, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,304.

JMC/GAP/nv Enc.
cc: E. S. Hunter
J. M. Cartwright
Mel Mohning, City of Portland

7827

July 3, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jackson Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
Arterial Street Overlay Project No. 5 (Portland), Unit 2
City Streets
Multnomah County
Project No. IX-0000(62)

Dear Mr. Christianson:

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of July 2, 1984 is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $8,282. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 2, 1984 is approved

C T Christianson
C. T. Christianson, Area Engineer

H
NOTED
E. S. HUNTER

JMC/nv
cc: Mel Mohning City of Portland
E. S. Hunter
W. F. Cobine
E. L. Hardt
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR

JUL 6 '84

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

9829

June 22, 1984

CON 5

#9829

Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9829 for work on the Arterial Street Overlay Project No. 5 (Portland) Unit 2 in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

cc: The Travelers Indemnity Company
Surety Department
707 SW Washington Street
Portland, OR 97205

Don Reger and Company
200 Market Bldg.
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith
L. E. George

Cascade Construction Company, Inc.
General Contractors
P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Date: June 6, 1984

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
2	6-1-84	Contract and Bond for Highway Construction OSHD 9829 Arterial Street Overlay Project No. 5 (Portland) Unit 2

MEMORANDUM

For further processing.

Insurance to follow under separate cover.

RECEIVED
JUN 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc: X

cc: 4-29

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton
George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

May 29, 1984

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

RE: Arterial Street Project #5 Unit 2

Dear Sir:

If awarded the above mentioned state contract we intend to subcontract to your firm the following item:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
79	Sod Lawn	731 S.Y.	5.20	3,801.20
			Total	3,801.20

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-29

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 25, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Arterial Project #5 Unit 2 #9829

To Whom It May Concern:

Our documentation of our intent to sign subcontracts with certain MBE and WBE firms is attached. These firms will receive the same materials for their records.

Our percentages are as follows:

DBE	12.9%
WBE	5.9%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Estimator

LEH:mk

cc: 4-29

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
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Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 25, 1984

The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202

RE: Arterial Street Project #5, Unit 2

Gentlemen:

If awarded the above mentioned state contract we intend to subcontract to your firm the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
48	Temporary Striping	L.S.	28,500.00	28,500.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-29

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 25, 1984

Dirt & Aggregate Interchange
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: Arterial Street Project No. 5, Unit 2

Gentlemen:

If awarded the above mentioned state contract we intend to subcontract to your firm the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
51	Cold Plane Pavement Removal	24,628 S.Y.	0.95 S.Y.	23,396.60

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-29

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 25, 1984

Gentry & Sanchez
6135 S. E. 111th Avenue
Portland, OR 97266

RE: Arterial Street Project #5 Unit 2

Dear Sir:

If awarded the above mentioned state contract we intend to subcontract to your firm the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
40	Mobilization (Partial)	L.S.	1,150.00	1,150.00
59	8" Storm Sewer Pipe	169 L.F.	27.85	4,706.65
60	10" Storm Sewer Pipe	157 L.F.	35.55	5,581.35
61	Extra for Pipe Under Pavement	110 L.F.	23.95	2,634.50
62	Concrete Manholes	1 Each	1,680.00	1,680.00
70	Adjusting Manholes	19 Each	187.00	3,553.00
				19,305.50

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk
cc: 4-29

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

May 25, 1984

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: Arterial Street Project #5 Unit 2

Dear Maxine:

If awarded the above mentioned state contract we intend to subcontract to your firm the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
40	Mobilization (Partial)	L.S.	2,800.00	2,800.00
42	Temporary Signs	791 S.F.	5.50	4,350.50
43	Temporary Barricades, Type II	28 Each	17.00	476.00
44	Temporary Barricades, Type III	14 Each	45.00	630.00
45	Temporary Plastic Safety Markers	201 Each	25.00	5,025.00
46	Flaggers	1,040 Hour	8.00	8,320.00
47	Temporary Amber Flasher	14 Each	160.00	2,240.00
72	Removal of Existing Signs	L.S.	550.00	550.00
73	Sign Support Footings	L.S.	1,400.00	1,400.00
74	Pipe Sign Posts	L.S.	1,200.00	1,200.00
75	Type "E" Signs in Place	4 S.F.	9.00	36.00
76	Type "R" Signs in Place	16 S.F.	8.50	136.00
77	Type "T" Signs in Place	99 S.F.	14.00	1,386.00
78	Type "V" Signs in Place	6 S.F.	12.00	72.00
				28,621.50

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LEH:mk
cc: 4-29

4429

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(57)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30165

6. TO

6-[illegible]

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy #9804

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various City Streets

10. GENERAL LOCATION:

Arterial Streets (Portland) Overlay Project No. 5

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/5/84 I approve the revised Preliminary Engineering costs to a TEC of $118,200; Federal Funds $100,470.

(Increase TEC $31,400; Federal Funds $26,690)

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 6/25

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosser

16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

9829

_____rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-0000(62)
2. STATE PROJECT NO.	See Below
2A. COUNTY NAME	Multnomah
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	30165

5-2-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	Various FAU Routes	City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay Project No. 5 - Unit #2

11. GENERAL DESCRIPTION OF WORK

Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 4/25/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,245,728, Federal Funds $1,058,868.

A signed copy of the Title Sheet is returned herewith.

Origal att. to 5/8

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/84	G. K. Hosmer	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

r.11

1-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-0000(62)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-13-84

4. PROGRAM NO.

5. ITEM NO.
30165

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy #7804

7. DATE AUTHORIZATION EFFECTIVE
4/13/84

8. FEDERAL ROUTE NUMBER
Various FAU Routes

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
Arterial street overlay project #5 Unit 1 and Unit 2

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

RECEIVED
STATE HWY ENG
APR 30 '84
KE
REFER TO Potter
FOR
Info | Inv. | R/D | D/R | | Act | File

13. REMARKS

As requested by Mr. Potter's letter of 4/5/84 I approve UMJ 4-2
the program change as follows:
1) Termini: add--"& Unit 2"
2) Miles: change to read--"4.930"
3) Project Data: add the following--

Sheet	FAU Route	Street Name	Section	Mile
3-4	9822	E Burnside	33rd to 39th	0.423
5-9	9792	SE Harold	92nd to 102nd	0.391
10-12	9926	N Going	Greeley to I-5	0.407
13	9386	SW Gibbs	SW 9th to SW 11th	0.080

(Work under Unit 2 will be let under separate contract.)

14. DATE
4/13/84

15. SIGNATURE OF APPROVING OFFICIAL
D. K. Haesner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 24, 1983

City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7927

copy
#[illegible]04

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a preliminary engineering and construction-finance agreement for the Arterial Overlay No. 3 Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Atts.

bc: Gary Potter (agree. attached)

10175

STATE OF OREGON INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Program Section - ATTN: D. E. SWAN

DATE: June 2, 1983

RECEIVED
ASST STATE HWY ENGR
JUN 14 83
REFER TO
FOR
Info | Inves | R/D

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Arterial Overlays and Reconstruction, Phase 5
City of Portland
Multnomah County

Here is our programming packet for the Portland Arterial Overlays and Reconstruction Project, Phase 5. Included are a project prospectus, federal aid project request and an agreement information sheet.

This is an Interstate Transfer Project sponsored by the City of Portland. This is the fifth phase of an ongoing overlay program that has been pursued by the City of Portland in annual increments. It is listed in the October 1982 MSD TIP on page 6. The current Six-Year Highway Improvement Program shows this project on page 71.

The Metro Environmental Unit has recommended this project be categorized as a Class II Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed survey authority. The Location Section should add estimates for the Salem offices.

MSD has approved obligation of funds for preliminary engineering from the FY '83 allocation of Interstate Transfer funds. Upon completion of the PE estimate, please notify Earl Mershon of the amount, so that we may advise the City.

Please request FHWA approval and obligation of funds for preliminary engineering.

APPROVED JANUARY 19, 1983 IN SIX YEAR HIP.

D. E. Swan - Please Add to PCS and Program.

TAS:ECM:nm
Attachment
cc: Frank Terpin
Jim McClure
Curt Duval
Jon Rose
Don Fantz
Robin Brooks

R. N. Bothman
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
Cam Gilmour

R. Trygstad
Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Region 1:
E. L. Hardt
T. Spence
J. Rose
Steve Green

NOTED
ROBERT N. BOTHMAN

rll 9x29

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. IX-0000(57) 1

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8. 8. 83

4. PROGRAM NO.

5. ITEM NO. 30165

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy #9x04

7. DATE AUTHORIZATION EFFECTIVE 8/8/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various City Streets

10. GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project No. 5

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including railroad and utility preparatory work TEC $86,800-F.F. $73,780
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 8/4/83.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/8/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Arterial Overlays & Reconstruction, Phase 5

REGION: Metro Region

STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM TO	LENGTH 8-10 miles
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Portland City Streets	
ROUTE # N/A	FEDERAL AID # Various FAU Routes	APPLICANT (IF OTHER THAN STATE) City of Portland		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING (✓)	x	FILES (#)		0
RIGHT OF WAY		$ 1	PAVING (✓)	x	ACRES (#)		0
ROADWAY	$ 1799		STRUCTURES (✓)		RELOCATIONS (#)		0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 50				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 740		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 2589	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 5/84	RECOMMENDED FUNDING SOURCE FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Arterial streets deteriorate as a result of traffic wear and heavy loadings. This deterioration consists of rutting in the wheel tracks, alligatored pavement, pot holes, and base and sub-base failure. Timely repair is necessary to prevent damage becoming more extensive and necessitating more expensive repairs and reconstruction.

PROPOSED SOLUTION

Cold plane street surface to restore crown and construct overlay Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time & complete replacement of the base & repair of the sub-base is required. Curb replacement may be necessary, as part of this reconstruction, where curbs have cracked or settled and no

REQUESTED REGION ENGINEER X	DATE 6-1-83
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro Region

PROJECT JUSTIFICATION

Proposed Solution (continued):

longer form an effective barrier to water entering the base and sub-base.

Project Justification

This project is the fifth year of a program to improve Portland's arterial streets by repairing them prior to the time complete reconstruction is required. This project conforms to the City of Portland's Comprehensive Plan goal of retaining and maintaing the existing transportation system. The Metropolitan Service District has programmed this project in its Transportation Improvement Program.

ADMINISTRATION RECOMMENDATION

PROJECT PRoSPECTUS
PART 2 — PROJECT DETAILS
NOTE ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
~~Metro Region~~

ECTION
Arterial Overlays and Reconstruction, Phase 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

—95	S	SIGNS (PERMANENT)	E	STORM SEWER	E
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	A
FIELD SURVEY	A	RR CROSSING	A	DISPOSAL SITE	A
VICINITY MAP	A	RR PROTECTION	E	LOCAL AGREEMENT	S
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS			N
CONDITIONAL USE	N	SENSITIVE LAND			N
FLOOD PLAIN	N	CULTURAL RESOURCE			N
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE			N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
STATE LANDS	N	SECTION 106			N
GEOLOGY AND MINERALS	N	NOISE STUDY			N
BUILDING	N	SECTION 4(F)			N
SIGNALS	E	OLD (#)		NEW (#)	
UTILITIES	A	(LIST BELOW)			

COMPANIES Portland General Electric
Pacific Power & Light Co.
Pacific Northwest Bell Telephone Co.
Cable Systems Northwest
Liberty Cable
Northwest Nat.Gas. Portland Water Bur.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N

DESIGN SPEED Varies

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							Varies									
							No Change									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arterial Overlays and Reconstruction, Phase 5

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Replacement of existing sidewalks when streets are reconstructed will require construction easements to allow space for forms and contractor's workmen. In most cases, the owners are willing to donate these easements.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The improved road surface will improve safety, vehicle control and fuel economy.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change in road surface area or drainage system. There will be no additional impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There will be no change in road alignment or grade and therefore there will be no additional impact.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a 3R type effort with no additional travel lanes proposed

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

PROJECT PROSPECTUS
PART 4 — [illegible]RVEY AUTHORITY

Multnomah Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Arterial Overlays and Reconstruction, Phase 5
REGION	Metro
AUTHORIZATION NO.	1
PREFIX	
DATE	May 26, 1983

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$ 1,500	915 AUDITS	$ 300	$ 300	933 SURFACE DESIGN	$ 1,000	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		-
903 LOCAL GOVERNMENT	75,000	75,000	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	5,000	5,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 86,800	$ 86,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

The City will perform the field survey and prepare the design. The State will monitor, perform soils analysis, surface design, and complete PS&E.

on HIP Appvl -

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 6-1-183	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 22, 1983

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JUL 25 REC'D

Mr. Jon Rose
Federal Aid Specialist
ODOT-Metro
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: Arterial 3-R Project, No. 5

Dear Jon:

As per our conference call with Cliff Christianson, FHWA, we agreed that the City will provide a proposed list of FAU routes to be included in the PE phase of the project. Enclosed please find that list which specifies the street, project limits, area of City where these streets are located and the tentative priority of importance. I hope that this will clarify any misunderstandings about the project.

I feel that it is necessary to explain both the project development phase and the preliminary engineering phase of this project.

Project Development

The project development phase of this project, which is totally funded from City General Fund, includes all work necessary to produce the project application and prospectus, evaluate the condition of the FAU System, both visually and with the use of our dynaflect equipment, select and program candidate streets in need of improvement, execute the City/State agreement and evaluate the proposed list of streets for conflicts with other projects, other agencies and all affected utilities.

At this writing, the enclosed list of proposed improvements is being modified due to the potential conflicts that become apparent when this list is interfaced with other projects being proposed by: the Water Bureau, Bureau of Sanitary Engineering, Portland General Electric, Pacific Power & Light, Pacific Northwest Bell, Cable Systems Northwest, Liberty Cable and Northwest Natural Gas Company. The process of modifying the list of candidate streets will continue until we submit final plans and specifications.

Preliminary Engineering

The actual preliminary engineering will begin with Federal approval of the project. By the time we receive this approval, approximately 20% of the candidate streets on the enclosed list will have been deleted for reasons of conflict with other projects. Our experience indicates that as much as 40% of the originally proposed streets drop from the list by

Preliminary Engineering (continued):

by PS&E. The reason for this high drop-out rate originates from City policy on utility cuts. After an overlay has been made by the City, we place a 2-year moratorium on any utility cuts through the new pavement except in emergency situations. In order to make the moratorium policy work, we attempt to notify all utilities 2 years in advance that we intend to overlay a street and place a 2-year moratorium on the new work. The two year advance warning serves notice that the utilities need to complete their work in the street area before the overlay occurs. Otherwise, they will be prevented from accessing their facilities for the 2 years following the overlay work.

From the initial modified list, we will begin performing the following tasks: dynaflect testing for design section analysis, coring and boring work by ODOT, visual inspections to select specific portions of a street that need reconstruction and traffic count analysis for pavement section design. Upon completion of this work, actual plans and specifications may then be prepared.

During the PE phase, we may be notified that additional streets may need to be added. These additional streets could be added for a variety of reasons, such as: completion of a PPL project on a street that was deferred two years ago; notification from the Maintenance Bureau that during their routing evaluation of the FAU System, a particular street was found to be in need of immediate attention; new annexations which include FAU routes in poor condition. I could continue but I hope I have made my point. We need the flexibility to modify the proposed list for the above-mentioned reasons.

The above explanation and the enclosed list should clarify any misunderstandings on this project. We would appreciate having the approval of this project expedited as we are now prepared to begin PE.

Sincerely,

Jerry Markesino

Jerry Markesino, P.E.
Transportation Program Manager

JM:jw

Enclosure

PROPOSED LIST OF FAU STREETS
TO BE OVERLAID BY CONTRACT IN 1984
BY: SHB 7/11/83

--- HIGHEST PRIORITY/STREETS THAT SHOULD BE DONE IN 1984---

	STREET	FROM	TO	FAU
NORTH	N. Going St.	Greeley	I-5	9926
NORTHEAST	N.E. Knott St.	Union	28th	9908
	N.E. 21st Ave.	Broadway	Fremont	9811
EAST	E. Burnside St.	33rd	39th	9822
SOUTHEAST	S.E. 17th Ave.	Nehalem	Holgate	9761
	S.E. 20th Ave.	Burnside	Hawthorne	9811
	S.E. 72nd Ave.	Holgate	Duke	9723
	S.E. Division St.	50th	60th	9800
	S.E. Crystal Springs Blvd.	39th	45th	9708
	S.E. Ellis St.	Foster	92nd	9784
	S.E. Foster Rd.	78th	82nd	9776
	S.E. Harold St.	92nd	102nd	9792
	S.E. Madison St.	Grand	12th	9366
	S.E. Milwaukie Ave.	Yukon	17th	9765
	S.E. Stark St.	12th	20th	9810
SOUTHWEST	S.W. 1st Ave.	Harrison	Arthur	9355
	S.W. 3rd Ave.	Madison	Clay	9347
	S.W. 3rd Ave.	Burnside	Pine	9347
	S.W. 3rd Ave.	Morrison	Yamhill	9347
	S.W. 4th Ave.	Morrison	Taylor	9341
	S.W. Columbia St.	Front	14th	9368
	S.W. Salmon St.	Front	6th	9364
	S.W. Taylor St.	10th	15th	9364
	S.W. Washington St.	6th	14th	9350
	S.W. Jefferson St.	10th	I-405	9368
	S.W. 18th Ave.	Burnside	Jefferson	9295
	S.W. Park Ave.	Burnside	Madison	9335
	S.W. 9th Ave.	Burnside	Madison	9335
NORTHWEST	N.W. 23rd Ave.	Burnside	Nicolai	9317

---MODERATE PRIORITY/STREETS THAT COULD BE DONE IN 1984 OR 1985---

NORTHEAST	N.E. 60th Ave.	Stark	Glisan	9847
SOUTHEAST	S.E. 28th Ave.	Steel	Tolman	9773
	S.E. Tolman St.	28th	Bybee	9760
	S.E. Bybee Blvd.	McLoughlin O-Xing	Tolman	9760
	S.E. 30th Ave.	Division	Clinton	9803
	S.E. Stark St.	20th	63rd	9810
NORTHWEST	N.W. 18th Ave.	Burnside	Vaughn	9295
	N.W. 19th Ave.	Burnside	Vaughn	9295

---LOWEST PRIORITY/STREETS THAT MAY BE DONE AS MONEY BECOMES AVAILABLE---

NORTH	N. Portland Blvd.	Freeway	Vancouver	9946
NORTHWEST	N.W. Industrial	29th	St. Helens Rd.	9298

9829

6-28-83

Cliff Christianson says FHWA cannot approve this project because they (city) have not identified the streets to be overlayed or reconstructed. FHWA will not approve a project to study the city street system to identify the streets to be overlayed or reconstructed. Notified Jon Rose - he will discuss w/City.

7-21-83
Discussed w/Jon again

9829

STATE OF OREGON

726-1953

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: February 7, 1984

FROM: Curtis H Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: Arterial Street Overlay Project #5
Unit 1

To Final Design 2/9/84

The City has completed preliminary engineering for this project and has asked that it be prepared for contract. Transmitted is the following information on the project:

1. Engineer's narrative.
2. Underground utility report.
3. Engineer's estimate, bid schedule, and cost estimate.
4. Draft special provisions.
5. The original mylars of the project plans.
6. Signature sheet for special provisions to be applied as indicated on attached note.

Please note that this is Unit 1 of the overlay project #5. Unit 2, which deals with street reconstruction, will be submitted for a separate contract in a few weeks.

The special provisions are referenced to the 1984 Standard Specifications. The engineer's narrative includes the justification for the permanent striping to be done by Force Order rather than contract. Also included with the engineer's narrative is a sample overlay design calculation and a tabulation of the conversion from Dynaflect to Benkleman beam values and pavement designs for specific streets. The work required by the Note #1, "Contractor to lay out pavement striping", on sheet #2C, 2D, 2E, and 2F, is explained in the special provisions.

Please return one set of prints marked with your review comments and required changes for concurrence by the City.

CD:DF:po

Attachments

FAIX (I-505 TRANSFER)
FY 1984
Orig. Est. $2,676,000
Field Est. $561,977

RECEIVED
FEB 08 1984
LOCATION SECTION

81-123-1387

UNDERGROUND UTILITIES REPORT

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
FAU NO. IX-0000(57)
PREFIX NO. 726-1953

This document is intended to serve as a guide to identifying the utilities that exist within the project area and any conflicts they present.

Utility Location

Due to the nature of the project the underground facilities for the utilities will not be shown on the plans. Manholes, valves, traffic signals, etc., are shown on the plans.

Utility Coordination

Utility coordination is the responsibility of the City of Portland. The utility companies have received copies of the preliminary plans and are mentioned in the project specifications. The utility companies are working to resolve any conflicts that exist.

Affected Utilities

The following organizations have existing utilities within the limits of the project:

1. Portland General Electric
2. Pacific Power & Light
3. Northwest Natural Gas Company
4. Pacific Northwest Bell
5. City of Portland (Water)

Utility Conflicts

There are no known utility conflicts at this point.

Reimbursement Eligibility

The Water Bureau usually performs adjustments of their facilities, however this work is included in the bid items on this project. There is therefore no reimbursement of any utilities on this project.

Mel Mohning
Project Engineer

MEM:am

ENGINEER'S NARRATIVE

Arterial Street Overlay Project No. 5 (Portland) Unit 1

FAU No. IX-0000(57)

Prefix No. 726-1953

This document is intended to serve as a guide to the preliminary engineering on this project.

Project Description

The project will rehabilitate FAU designated arterial streets within the City of Portland.

The scope will include cold planing the existing A.C. pavement, repair of existing base and sub-base structural deficiencies, adjustments of incidental structures, and constructing an asphalt concrete overlay.

Project Development

A major list of streets compiled by Maintenance Bureau were analyzed and visually surveyed to determine extent of rehabilitation required. Dynaflect measurements were taken on all traffic lanes and a design overlay was calculated using classified traffic counts and a conversion factor to convert dynaflect measurements to Benkleman Beam deflections. (See enclosed summary and sample calculations.) Streets were divided into two groups. Those streets that can be overlayed and those streets which require reconstruction. Those streets with unresolvable utility conflicts were eliminated. Generally, the streets that can be overlayed are those having a design overlay of 2.5" or less and do not have major areas of structural deficiencies.

The streets to be reconstructed are those having a design of over 2.5" or have major areas of structural deficiencies. The reconstruct streets will be included in Unit 2 of the Arterial Overlay Project.

Design

The visual survey identified location and extent of structural and non-structural deficiencies.

Structural deficiencies are areas requiring the removal of roadway surfacing and base material with possible areas of sub-base removal. The roadway section will then be reconstructed with 2 equal lifts of asphalt concrete to a total depth of 9 inches. Any excavation below 9 inches will be backfilled with 1"-0" aggregate base and the two lifts of 9" asphalt concrete will then be placed.

Non-structural deficiencies include wheel ruts, depressed or broken utility cuts, cracked and open texture surfaces, high crowns, high cross-slopes at intersecting streets, minimal curb exposure, and drainage problems. These non-structural deficiencies will be corrected by cold plane profiling of the full width of roadway surface, to help maintain or if possible improve the roadway section and/or curb exposure. The design overlay has been increased to reflect possible loss of structural adequacy by the 2-inch nominal cold plane depth of asphalt concrete removed. It has been assumed that 1" additional overlay will be required, unless the section already has shown that less than 1.5 inch structural overlay is required, i.e. NE 21st Avenue and N. Vancouver Avenue. The street will be dynaflected in the traffic lanes after cold planing is completed to determine the actual design overlay required to maintain structural adequacy.

In addition to maintaining the structural integrity of the street, the overlay will restore rideability important to an urban environment, where homes and commercial buildings are in close proximity to the streets. The high density of existing utility patches and other surface irregularities does more than cause driver discomfort and threaten vehicle control. The high traffic volumes and surface condition combine to affect the comfort of residents and structural integrity of their property.

The asphalt thickness will vary from the nominal depths on the plans to thinner depths at curbs and high crowns and thicker depths in depressed areas. Class "C" mix, with 100% passing the 3/4-inch sieve, should be specified to meet the requirement for thinner sections and a water tight riding surface.

Specifications

A change has been made in subsection "204.33 Surface Tolerance". It is felt that the 0.02-foot is too tight of a specification for a street that will be paved with an A.C. overlay. A substitution of 0.04-foot is suggested as shown in the preliminary specifications.

Bid Items

Following are changes in this year's Arterial Overlay Project:

Included on the plans and in the bid items is work to adjust manholes and valve boxes, work usually done by the City Water Bureau. This change has been made because of the "cost-effective" requirement by the Federal Highway Administration; since we have no basis for cost comparison on this work. By including them as bid items we will be able to compare costs to determine the most cost-effective approach to doing this work in future projects.

A bid items has been added for replacement of existing curbs which are in poor condition. This item will include all work necessary to remove and reconstruct the curbs.

Utility Conflicts

All utilities have been notified of the project and any conflicts will be resolved before or during the construction. All utility coordination will be the responsibility of the City of Portland.

Drainage

Cold planing along curbs and around inlets will be done to eliminate any drainage problems and to maintain existing drainage. Inlets will be adjusted when they are excessively off-grade after completion of the overlay.

Traffic Control and Striping

Traffic control during construction and temporary striping will be the responsibility of the contractor as called for by the plans and special provisions.

The replacement of loop detector at the intersection of 82nd and Foster will be done by City crews as an anticipated item, since this work is only partial replacement of an active existing system. The loop must be replaced, as well as the loop feeder all the way back to the terminal in the controller cabinet. The loop wires go through a 1" conduit that is shared by six other active wires. City crews are familiar with the entire system and will be able to protect and maintain the system whereas a private contractor may not be able to do the work in such a manner.

Permanent striping will be done by City crews as well. See "cost-effectiveness" justification below.

"Cost Effectiveness" of Permanent Striping and Markings

The City of Portland and other local agencies have been requested to provide a cost-effectiveness comparison whenever project work by State Force Order is requested.

Permanent pavement striping and pavement marking estimates are comparable as follows between a private contractor and City of Portland crews:

Item	Unit	Quant.	Contract Unit Cost	Contract Total/Unit	City Unit Cost	City Total Unit
4" Painted Solid Pavement Line	Mile	0.02	185.00	3.70	100.00	2.00
4" Painted Skip Pavement Line	Mile	4.48	77.00	344.96	100.00	448.00
4" Painted Solid Double Pav'mt.Line	Mile	0.47	330.00	155.10	100.00	47.00
4" Taped Pavement Line	L.F.	1340	0.30	402.00	0.78	1045.20
Thermoplastic Arrow	Each	4	200.00	800.00	33.00	132.00
Thermoplastic "Only"	Each	2	175.00	350.00	37.00	74.00
Thermoplastic Line	S.F.	2399	3.60	8636.40	1.56	3742.44
4" Type II Pavement Markers	Each	378	1.90	718.20	1.94	733.32
Subtotal				11,410.36		6,223.96
Supervision	L.S.	All+		Supervision	12.7%	790.44
Engineering	L.S.	All	9%	1,027.00		0.00
Total				12,437.36		7,014.40

The preceding contract unit cost estimates were obtained from ODOT Cost Analyses and ODOT Construction (12/83). The City unit cost estimates were obtained from the Bureau of Maintenance from their actual unit costs that they are presently charging. The reasons that the costs for the City doing the work are less are that 1) The City has up-to-date equipment and templates to do work quickly and efficiently, 2) This is routine work for these crews; 3) The crews can do this work as part of other work in the area, 4) There is no mobilization charged by the Maintenance Bureau since the striping crews and equipment are already working on regular City maintenance striping City-wide.

In addition to the cost savings of actually doing the work, savings can be realized in engineering since no inspection of City crews will be required by the Project Manager.

The City of Portland feels that their own crews can do the best and most effective (not just lowest cost) job of pavement marking and striping because 1) The crews know how to do the work, have all the experience, equipment and materials on hand, do not need construction engineering supervision and charge only actual costs - no profit involved.

If you have any questions or comments about the project, contact Mel Mohning at 1120 SW 5th Avenue, Room 838, Portland, Oregon 97204 or Phone 796-7161.

Mel Mohning
Project Engineer

MEM:jw

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Arterial Overlay Project No. 5 (Portland) Unit 1		County Multnomah		Sheet 1 of 2
Kind of Work Paving		Length 3.78 mi.	Date 12-83	Name M. Mohning

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (4%)	1100050	L.S.	All	L.S.	18,167
2	Temp.Prot. & Direction of Traffic (3%)	1110010	L.S.	All	L.S.	13,624
3	Flagperson	1110360	Hr.	1795	20.00	35,900
4	Removal of Pavement & Base	2020280	S.Y.	1624	6.50	9,744
5	Cold Plane Pavement Removal	2020400	S.Y.	80,217	2.00	160,434
6	General Excavation	2030180	C.Y.	55	10.00	550
7	1"-0 Aggregate Base	3040095	C.Y.	55	20.00	1,100
8	Class "C: Asphalt Concrete Mixture	4030300	Ton	8,905	17.00	151,385
9	Class "C" Asphalt Concrete Mixture in Leveling	4030400	Ton	818	20.00	16,360
10	Asphalt Cement in Mixture	4031100	Ton	585	165.00	96,525
11	Replace P.C. Concrete Curb		L.F.	665	10.00	6,650
12	Extra for Asphalt Driveway Wedges		Ea.	25	60.00	1,500
13	Adjusting Manholes with Riser Rings	6280020	Ea.	8	130.00	1,040
14	Adjusting Manholes Resetting Frame	6280020	Ea.	45	250.00	11,250
15	Adjust Inlets	6280100	Ea.	9	200.00	1,800
16	Adjust Boxes	6280180	Ea.	42	100.00	4,200
17	Salvage Cold Plane Grindings*		Ton	8,679	5.00	(43,395)
	*(Credit to Project)					
	SUBTOTAL					486,834
	Anticipated Items					
	1) Traffic Loop Replacement) (City of Portland)					1,350
	2) Permanent Striping (City of Portland)					6,950
	SUBTOTAL					495,134

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Arterial Overlay Project No. 5 (Portland) Unit 1		County Multnomah	Sheet 2 of 2
Kind of Work Paving	Length 3.78 mi.	Date 12-83	Name M. Mohning

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Engineering (9%)					44,562
	Contingency (4.5%)					22,281
	TOTAL					561,977

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

4-10-84

Highway # 726
Multnomah

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAI-X Prefix ________

Project Name Arterial St. O'Kay Project #5
Unit 2

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 28 day of March, 1984
City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date 4/10/84

B. O. Schmidt
City Engineer

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

Section *(Portland) Unit 2* Programming Estimate $

Highway *City Stre[illegible]* *4-20-84* Pro[illegible]t Length *1.4 Miles*

7:29

County *Multnomah* Completion Time *90 CD Alt. A*
120 CD Alt. B
150 CD Alt. C

Kind of Work *Grading, Paving, Signing, Signals & Landscaping* Est. Comp. Date *Nov. 15, 1984*

Prefix *726-1953-921* Letting Date *May 24, 1984* Project No. *IX-0000 (62)*

RECV'D 4/20/84 @ 8:30 AM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

	ALT. "A"	ALT. "B"	ALT. "C"
Estimated Contract Amount	$\$413,075^{00}$	$\$642,613^{55}$	$\$1,071,271^{00}$

Anticipated Additional Items:

Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping *(City of Portland)* . .	2050^{00}	2720^{00}	3732^{00}
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching			
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Seeding, Fertilizing & Mulching	300^{00}	300^{00}	300^{00}
Water Bureau (City of Portland)	1200^{00}	8400^{00}	$28,800^{00}$
Traffic Loop (City of Portland)	3210^{00}	3210^{00}	3210^{00}
______			
______			
Adjust Utilities:			
______			
______			

	ALT. "A"	ALT. "B"	ALT. "C"
Anticipated Additional Items	$\$6760^{00}$	$\$14,630^{00}$	$\$36,042^{00}$
Subtotal	$\$419,833^{00}$	$657,243^{55}$	$1,107,313$
Contingencies (4-1/2%)	$18,892^{49}$	$29,575^{96}$	$49,829$
Engineering (8, 9, 10%)	$37,784^{97}$	$59,151^{92}$	$88,585$
Subtotal	$		
Credit for ______			
Estimated Net Authorization, Construction	$\$476,510^{46}$	$\$745,971^{43}$	$\$1,245,727$
	9%	9%	8%

APPROVED *CC: Wayne Schulte*

Rec'd.
4-20-84
E

______
Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2		COUNTY Multnomah	SHEET 1 OF 2
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 1.0 miles	DATE 4-13-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ALTERNATE "A"					
1.	Mobilization		Lump Sum	All	—	14,845.00
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	—	11,430.00
3.	Temporary Signs		Sq. Ft.	349	6.00	2094.00
4.	Temporary Barricades, Type II		Each	8	50.00	400.00
5.	Temporary Barricades, Type III		Each	5	100.00	500.00
6.	Temporary Plastic Safety Markers		Each	90	50.00	4500.00
7.	Flaggers		Hour	640	15.00	9600.00
8.	Temporary Amber Flasher		Each	8	300.00	2400.00
9.	Temporary Striping		Lump Sum	All	—	11,300.00
	ROADWORK					
10.	Removal of Structures and Obstructions		Lump Sum	All	—	19,300.00
11.	General Excavation		Cu. Yd.	4068	8.00	32,544.00
12.	Cold Plane Pavement Removal		Sq. Yd.	18,720	2.25	42,120.00
13.	Aggregate Base		Ton	110	11.00	1210.00
14.	Cement Treated Base Mixture		Ton	6798	9.00	61,182.00
15.	Cement in CTB Mixture		Ton	374	70.00	26,180.00
16.	Class "C" Asphalt Mixture		Ton	4619	17.00	78,523.00
17.	Asphalt Cement in Mixture		Ton	271	165.00	44,715.00
18.	Hydrated Lime in Mixture		Ton	46	85.00	3910.00
19.	8-inch Storm Sewer Pipe		Lin. Ft.	104	43.00	4472.00
20.	10-inch Storm Sewer Pipe		Lin. Ft.	157	48.00	7536.00
21.	Extra For Pipe Under Pavement		Lin. Ft.	110	15.00	1650.00

734-1738 (REV. 2-84)

SUMMA[illegible]--BID SCHEDULE--COST E[illegible]IMATE
OREGON STATE HIGHWAY DIVISION

ALT. "A"

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2		COUNTY Multnomah	SHEET 2 OF 2
KIND OF WORK Grading, Paving Signing, Signals & Landscoping	KEY NUMBER	LENGTH 1.0 miles DATE 4-13-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
22.	Concrete Manholes		Each	1	1400^{00}	1400^{00}
23.	Concrete Inlets, Type P		Each	4	350^{00}	1400^{00}
24.	Double Concrete Inlets		Each	2	450^{00}	900^{00}
25.	Concrete Walks		Sq. Yd.	300	12^{00}	3600^{00}
26.	Concrete Driveways		Sq. Yd.	78	15^{00}	1170^{00}
27.	Concrete Stairs		Lin. Ft.	20	10^{00}	200^{00}
28.	Concrete Curbs, Type C		Lin. Ft.	3781	4^{00}	15,124^{00}
29.	Extra for Asphalt Approaches		Sq. Yd.	34	8^{00}	272^{00}
30.	Adjusting Manholes		Each	12	200^{00}	2400^{00}
31.	Adjusting Inlets		Each	12	150^{00}	1800^{00}
	SIGNING					
32.	Removal of Existing Signs		Lump Sum	All	—	100^{00}
33.	Sign Support Footings		Lump Sum	All	—	1750^{00}
34.	Pipe Sign Posts		Lump Sum	All	—	1150^{00}
35.	Type E Signs in Place		Sq. Ft.	4	18^{00}	72^{00}
36.	Type R Signs in Place		Sq. Ft.	16	10^{00}	160^{00}
37.	Type T Signs in Place		Sq. Ft.	72	15^{00}	1080^{00}
38.	Type V Signs in Place		Sq. Ft.	6	14^{00}	84^{00}

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2		COUNTY Multnomah	SHEET 1 OF 2
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 1.2 miles DATE 4-13-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ALTERNATE "B"					
39.	Mobilization		Lump Sum	All	–	$23,257^{00}$
40.	Temporary Protection and Direction of Traffic		Lump Sum	All	–	$17,450^{00}$
41.	Temporary Signs		Sq. Ft.	791	6^{00}	4746^{00}
42.	Temporary Barricades, Type II		Each	28	50^{00}	1400^{00}
43.	Temporary Barricades, Type III		Each	14	100^{00}	1400^{00}
44.	Temporary Plastic Safety Markers		Each	201	50^{00}	$10,050^{00}$
45.	Flaggers		Hour	1040	15^{00}	$15,600^{00}$
46.	Temporary Amber Flasher		Each	14	300^{00}	4200^{00}
47.	Temporary Striping		Lump Sum	All	–	$18,300^{00}$
	ROADWORK					
48.	Removal of Structures and Obstructions		Lump Sum	All	–	$28,800^{00}$
49.	General Excavation		Cu. Yd.	6693	8^{00}	$53,544^{00}$
50.	Cold Plane Pavement Removal		Sq. Yd.	24,628	2^{25}	$55,413^{00}$
51.	Aggregate Base		Ton	740	11^{00}	8140^{00}
52.	Cement Treated Base Mixture		Ton	10,290	9^{00}	$92,610^{00}$
53.	Cement in CTB Mixture		Ton	566	70^{00}	$39,620^{00}$
54.	Class "C" Asphalt Mixture		Ton	6472	17^{00}	$110,024^{00}$
55.	Asphalt Cement in Mixture		Ton	375	165^{00}	$61,875^{00}$
56.	Hydrated Lime in Mixture		Ton	65	85^{00}	$5,525^{00}$
57.	8-inch Storm Sewer Pipe		Lin. Ft.	169	43^{00}	7267^{00}
58.	10-inch Storm Sewer Pipe		Lin. Ft.	157	48^{00}	7536^{00}

SUMMAR[illegible]-BID SCHEDULE–COST ES[illegible]MATE
OREGON STATE HIGHWAY DIVISION

ALT. "B"

SECTION Arterial Street Overlay Proj. No. 5 (Portland) unit 2		COUNTY Multnomah	SHEET 2 OF 2
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 1.2 miles DATE 4-13-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
59.	Extra for Pipe Under Pavement		Lin. Ft.	110	15^{00}	1650^{00}
60.	Concrete Manholes		Each	1	1400^{00}	1400^{00}
61.	Concrete Inlets, Type P		Each	17	350^{00}	5950^{00}
62.	Double Concrete Inlets		Each	2	450^{00}	900^{00}
63.	Concrete Walks		Sq. Yd.	740	12^{00}	8880^{00}
64.	Concrete Driveways		Sq. Yd.	836	15^{00}	12,540^{00}
65.	Concrete Stairs		Lin. Ft.	20	10^{00}	200^{00}
66.	Concrete Curbs, Type C		Lin. Ft.	7557	4^{00}	30,228^{00}
67.	Extra for Asphalt Approaches		Sq. Yd.	34	8^{00}	272^{00}
68.	Adjusting Manholes		Each	19	200^{00}	3800^{00}
69.	Adjusting Inlets		Each	12	150^{00}	1800^{00}
	SIGNING					
70.	Removal of Existing Signs		Lump Sum	All	—	175^{00}
71.	Sign Support Footings		Lump Sum	All	—	2050^{00}
72.	Pipe Sign Posts		Lump Sum	All	—	1250^{00}
73.	Type E Signs in Place		Sq. Ft.	4	18^{00}	72^{00}
74.	Type R Signs in Place		Sq. Ft.	16	10^{00}	160^{00}
75.	Type T Signs in Place		Sq. Ft.	99	15^{00}	1485^{00}
76.	Type V Signs in Place		Sq. Ft.	6	14^{00}	84^{00}
	LANDSCAPING					
77.	Sod Lawn		Sq. Yd.	731	4^{05}	2960^{55}

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2	COUNTY Multnomah	SHEET 1	OF 3
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 1.4 Miles	DATE 9-13-84
		NAME Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ALTERNATE "C"					
78.	Mobilization		Lump Sum	All	—	38,865.00
79.	Temporary Protection and Direction of Traffic		Lump Sum	All	—	29,151.00
80.	Temporary Signs		Sq. Ft.	1325	6.00	7950.00
81.	Temporary Barricades, Type II		Each	54	50.00	2700.00
82.	Temporary Barricades, Type III		Each	26	100.00	2600.00
83.	Temporary Plastic Safety Markers		Each	414	50.00	20,700.00
84.	Flaggers		Hour	1740	15.00	26,100.00
85.	Temporary Amber Flasher		Each	17	300.00	5100.00
86.	Temporary Striping		Lump Sum	All	—	18,400.00
	ROADWORK					
87.	Clearing and Grubbing		Lump Sum	All	—	1800.00
88.	Removal of Structures and Obstructions		Lump Sum	All	—	39,400.00
89.	General Excavation		Cu. Yd.	13,784	8.00	110,272.00
90.	Cold Plane Pavement Removal		Sq. Yd.	24,628	2.25	55,413.00
91.	Aggregate Base		Ton	1037	11.00	11,407.00
92.	3/4"-0 Aggregate Base, 2-inches Thick		Sq. Yd.	166	3.00	498.00
93.	Cement Treated Base Mixture		Ton	16,541	9.00	148,869.00
94.	Cement in CTB Mixture		Ton	910	70.00	63,700.00
95.	Class "C" Asphalt Concrete Mixture		Ton	8870	17.00	150,790.00
96.	Asphalt Cement in Mixture		Ton	513	165.00	84,645.00
97.	Hydrated Lime in Mixture		Ton	90	85.00	7650.00

SUMMA[illegible]-BID SCHEDULE–COST E[illegible]MATE
OREGON STATE HIGHWAY DIVISION

ALT. "C"

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2		COUNTY Multnomah	SHEET 2 OF 3
KIND OF WORK Grading, Paving, Signing, Signals & Landscaping	KEY NUMBER	LENGTH 1.9 Miles	DATE 9-13-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
98	8-inch Storm Sewer Pipe		Lin. Ft.	326	43^{00}	$14,018^{00}$
99.	10-inch Storm Sewer Pipe		Lin. Ft.	653	48^{00}	$31,344^{00}$
100.	Extra for Pipe Under Pavement		Lin. Ft.	159	15^{00}	2385^{00}
101.	Concrete Manholes		Each	1	1400^{00}	1400^{00}
102.	Concrete Sumps, 20' Deep		Each	3	3000^{00}	9000^{00}
103.	Concrete Sumps, 30' Deep		Each	8	4000^{00}	$32,000^{00}$
104.	Concrete Inlets, Type G-2		Each	8	450^{00}	3600^{00}
105.	Concrete Inlets, Type P		Each	25	350^{00}	8750^{00}
106.	Double Concrete Inlets		Each	2	450^{00}	900^{00}
107.	Concrete Sediment Manhole		Each	6	1400^{00}	8400^{00}
108.	Sump Testing		Each	5	300^{00}	1500^{00}
109.	Sediment Manhole Conversion		Each	1	500^{00}	500^{00}
110.	Concrete Walks		Sq. Yd.	2309	12^{00}	$27,708^{00}$
111.	Concrete Driveways		Sq. yd.	1272	15^{00}	$19,080^{00}$
112.	Concrete Stairs		Lin. Ft.	26	10^{00}	260^{00}
113.	Concrete Curbs, Type A		Lin. Ft.	3480	8^{00}	$27,840^{00}$
114.	Concrete Curbs, Type C		Lin. Ft.	7557	4^{00}	$30,228^{00}$
115.	Extra for Asphalt Approaches		Sq. Yd.	54	8^{00}	432^{00}
116.	Adjusting Manholes		Each	22	200^{00}	4400^{00}
117.	Adjusting Inlets		Each	12	150^{00}	1800^{00}
	SIGNING					
118.	Removal of Existing Signs		Lump Sum	All	—	300^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

ALT. "C"

SECTION Arterial Street Overlay Proj. No. 5 (Portland) Unit 2		**COUNTY** Multnomah	**SHEET** 3	**OF** 3
KIND OF WORK Grading, paving, Signing, Signals & Landscaping	**KEY NUMBER**	**LENGTH** 1.4 Miles	**DATE** 4-13-84	**NAME** Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
119.	Sign-Support Footings		Lump Sum	All	—	3700^{00}
120.	Pipe Sign Posts		Lump Sum	All	—	2250^{00}
121.	Type D Signs in Place		Sq. Ft.	59	15^{00}	885^{00}
122	Type E Signs in Place		Sq. Ft.	36	18^{00}	648^{00}
123.	Type R Signs in Place		Sq. Ft.	39	10^{00}	390^{00}
124.	Type T Signs in Place		Sq. Ft.	99	15^{00}	1485^{00}
125.	Type U Signs in Place		Sq. Ft.	8	18^{00}	144^{00}
126.	Type V Signs in Place		Sq. Ft.	6	14^{00}	84^{00}
	TRAFFIC SIGNALS					
127.	Traffic Signal Installation, Complete		Lump Sum	All	—	6764^{00}
	LANDSCAPING					
28.	Seeded Lawn		Sq. Yd.	422	0^{25}	105^{50}
129.	Sod Lawn		Sq. Yd.	731	4^{05}	2960^{55}

734-1738 (REV. 2-84)

11X-27

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Arterial Overlays and Reconstruction

REGION
Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	726-1953	April 23, 1984

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT		200	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		105,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		5,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 118,200
						PREVIOUS AUTHORIZATION		$ 86,800
						ADD. AUTH. REQUIRED		$ 31,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-0000(57)

LOCATION ENGINEER'S REMARKS

See attached letter

Bring Up

PREPARED BY	DATE 4-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED, REGION ENGINEER X	DATE 5/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-19-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Policy & Program Manager

DATE: April 24, 1984

FROM: RON KLEINSCHMIT Ron
Assistant Location Manager

File: 726-1953

SUBJECT: Arterial Overlays and Reconstruction
Multnomah County
Revised Authority #2
IX-0000(57)

Attached is a request for revised survey Authority #2 on the subject project. Following is a justification of revisions:

903 - Additional $30,000: Project was split into two units covering two separate systems of streets. Additional development costs involved.

Additional request: $30,000.

Also underestimated or omitted in the previous survey [illegible] #2 were Functions 910, 918, 937, and [illegible] for an additional requested $1,400.

pa

Grand Total additional request [illegible]

Attachment

81-125-1387

9827

May 4, 1984

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

We have advertised the Arterial Street Overlay Project No. 5, Unit 2, for bid opening on May 24, 1984.

The City's 65 percent, early deposit, share is computed as follows:

Total Estimated Const. Cost (Alt. "A") (Excluding Const. Engineering)	$ 438,725
Less Federal Funds	(372,915)
Less State Share	(39,485)
CITY SHARE	$ 26,325

CITY'S EARLY DEPOSIT: 65% of $26,325 = $17,100

Please submit your $17,100 deposit using one of the three options for payment described in the attachment.

The construction estimate is confidential, please treat it accordingly.

Very truly yours,

5-18-84
LGIP $17,100
EZ

Gary A. Potter, Manager
Program Section

GEZ:bkb
Attachment
bcc: w/AD #84-38: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-38
when deposit is received.

2239

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE

SUBJECT: Arterial Street Overlay Proj. #5 (Portland) Unit 2

FROM: Curtis H. Duval
CURT DUVAL

DATE: 5-~~7~~8-84

No Comments from C. Duval, E.J. Dunn, J. Kaiser, D. Fleming, or D. Fantz.

The following comments were:

T. Schwab -	See Sheet 2 I - If street is complete with overlay on North half, the lane next to abrupt edge on the South may have loss of control problems due to the overlay ridge.

Cobine: 5/8/84

Returned to you for further handling are Metro Staff comments.

Comments from C.O.P. not yet rec'd.

Wayne Schulte

cc Don Adams

Kathleen Howell
(SIGNATURE)

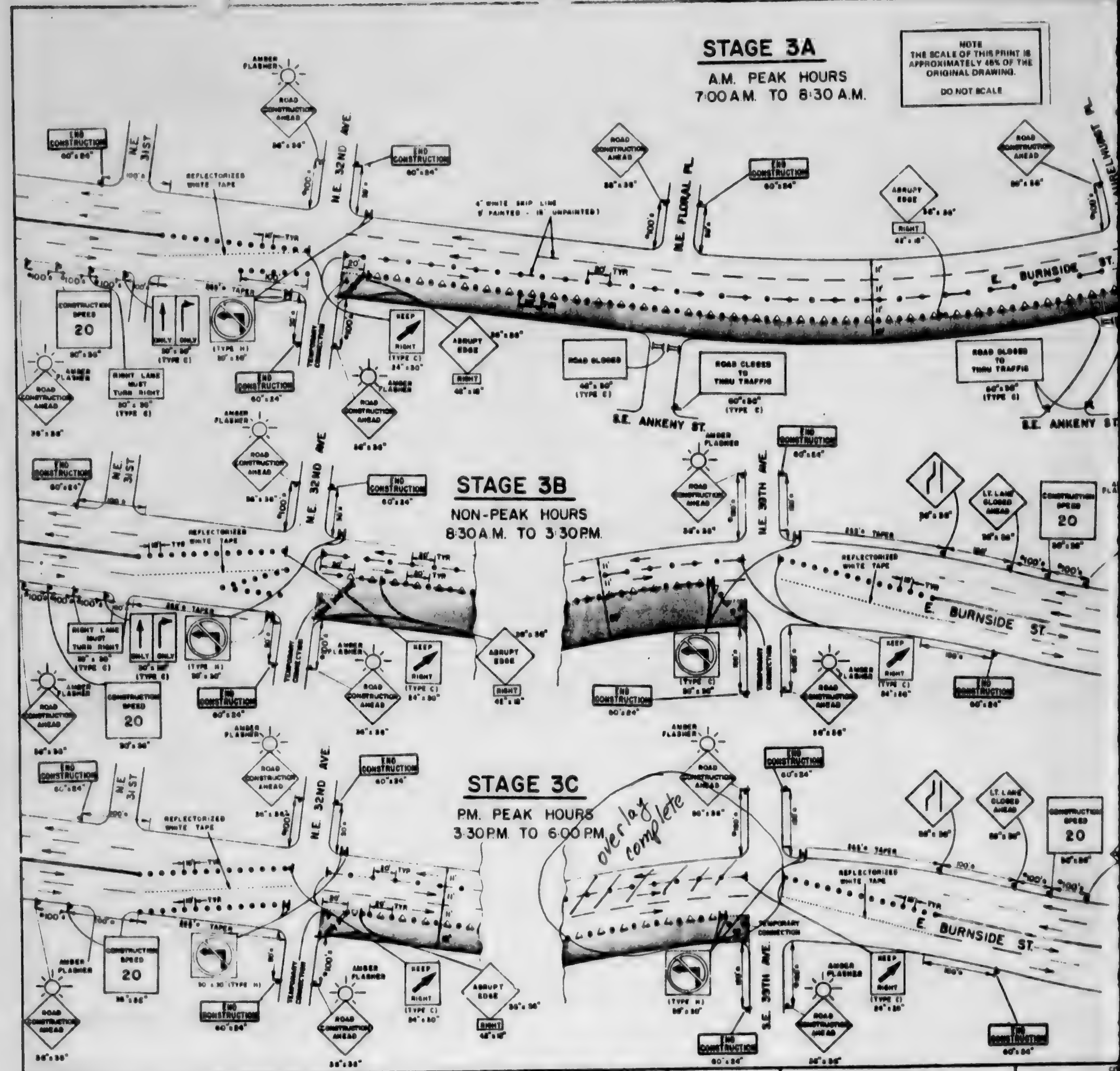
PLEASE REPLY HERE

PROGRAM SECTION a
MANAGER ______ PROJECT UNIT ______
MAY J 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Zehner
FOR Advise Design

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1


STAGE 3A
A.M. PEAK HOURS
7:00 A.M. TO 8:30 A.M.
STAGE 3B
NON-PEAK HOURS
8:30 A.M. TO 3:30 P.M.
STAGE 3C
P.M. PEAK HOURS
3:30 P.M. TO 6:00 P.M.
overlay complete
N.E. 31ST
N.E. 32ND AVE.
N.E. FLORAL PL.
N.E. 30TH AVE.
S.E. 30TH AVE.
E. BURNSIDE ST.
S.E. ANKENY ST.
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
END CONSTRUCTION
CONSTRUCTION SPEED 20
RIGHT LANE MUST TURN RIGHT
KEEP RIGHT
ABRUPT EDGE
RIGHT
ROAD CLOSED
ROAD CLOSED TO THRU TRAFFIC
LT. LANE CLOSED AHEAD
ONLY
(TYPE C)
(TYPE H)
REFLECTORIZED WHITE TAPE
4" WHITE SKIP LINE 8' PAINTED - 16' UNPAINTED
TEMPORARY CONNECTION
TAPER
TYP
36" x 36"
60" x 24"
30" x 36"
24" x 30"
48" x 18"
48" x 30"
60" x 30"

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 48% OF THE ORIGINAL DRAWING.
DO NOT SCALE

NO	DATE	DESCRIPTION	APPD
		REVISION	

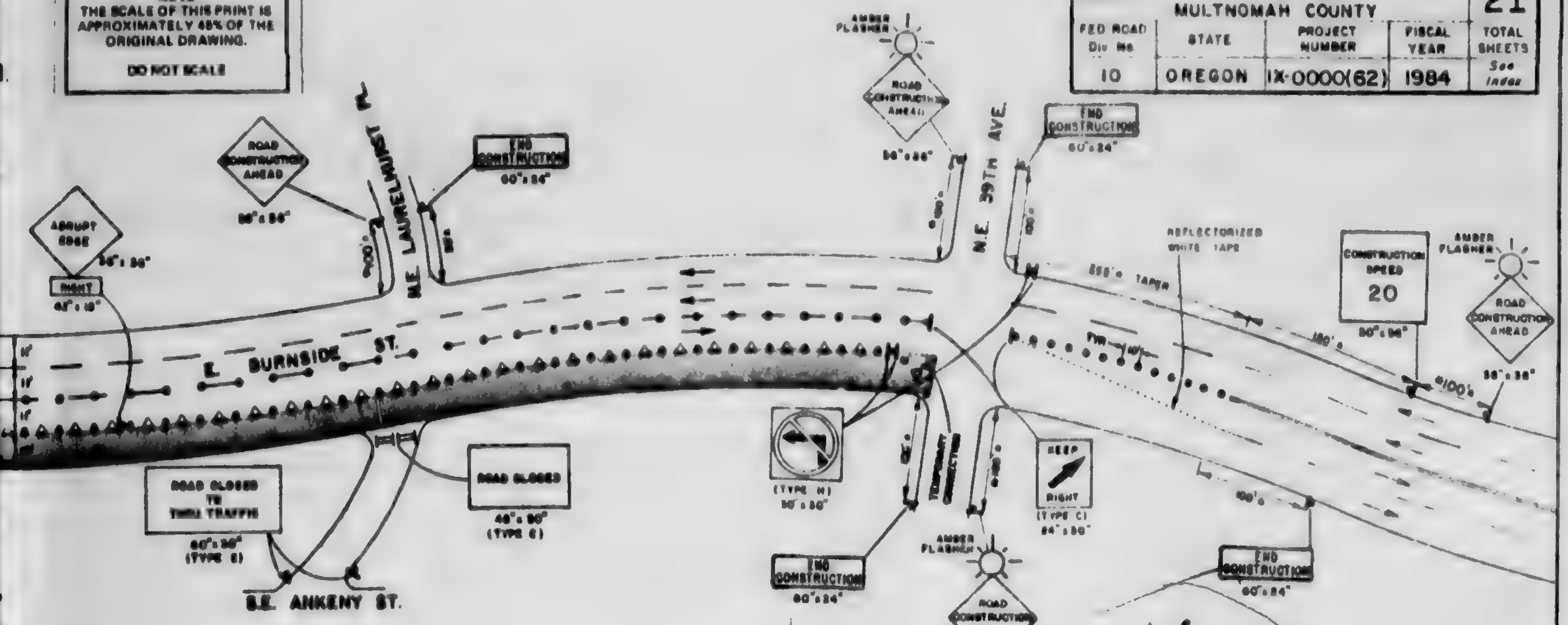
FINAL MAP DATA
CONSTRUCTED BY ____
PROJECT COMPLETED ____
MAP CORRECTED BY ____
DATA ENTERED ON 1:4 SEC. MAP BY ____ CHECKED BY ____
DATA ENTERED ON DIST. MAP BY ____ CHECKED BY ____

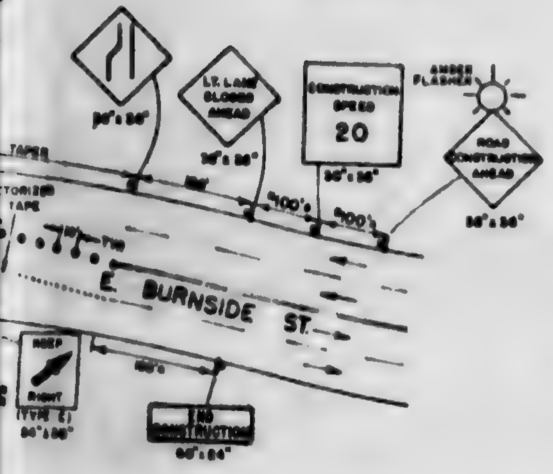
DESIGNED BY J.B.	DATE APPROVED FEB 1984
DRAWN BY D.J.W.	DIV. ENGINEER D.L.C.
CHECKED BY B.I.K.	

DEPARTMENT
MIKE LINDBE
RICHARD O SCH

Arterial Street Overlay Project (Portland) UNIT 2 CITY STREETS MULTNOMAH COUNTY				SHEET No 2I
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(62)	1984	See Index

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 48% OF THE ORIGINAL DRAWING.
DO NOT SCALE


AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36"x36"
END CONSTRUCTION
60"x24"
N.E. 39TH AVE.
N.E. LAURELHURST PL.
ABRUPT EDGE
RIGHT
REFLECTORIZED WHITE TAPE
CONSTRUCTION SPEED 20
E. BURNSIDE ST.
ROAD CLOSED TO THRU TRAFFIC
ROAD CLOSED
(TYPE C)
(TYPE H)
KEEP RIGHT
S.E. ANKENY ST.


AMBER FLASHER
LT. LANE CLOSED AHEAD
CONSTRUCTION SPEED 20
ROAD CONSTRUCTION AHEAD
E. BURNSIDE ST.
KEEP RIGHT
(TYPE C)
END CONSTRUCTION
60"x24"

NOTE: FOR DETAILS NOT SHOWN ON STAGES 3B AND 3C, SEE STAGE 3A

abrupt edge

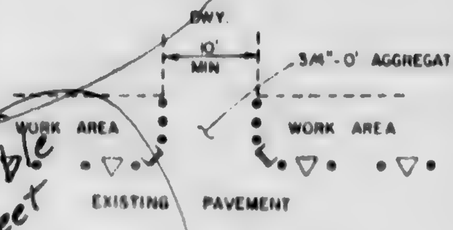
overlay

12'

12'

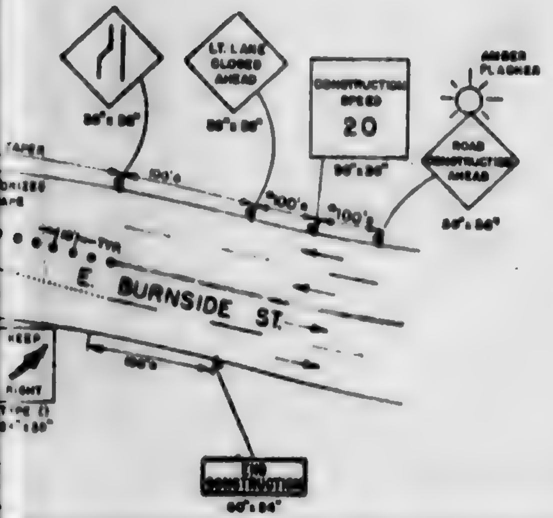
LEGEND:

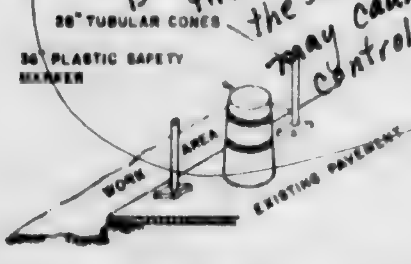
▬	WORK AREA
▸	CONSTRUCTION SIGNS
△	36" PLASTIC SAFETY MARKERS (20 FT. SPACING)
●	28" TUBULAR CONES (20 FT. SPACING)
Ⅱ	TYPE III BARRICADES (8 FT WIDE)
(	TYPE II BARRICADES


DWY.
10' MIN
3/4"-0' AGGREGATE
WORK AREA
WORK AREA
EXISTING PAVEMENT

TEMPORARY DRIVEWAY CONNECTION DETAIL

This may result in undesirable condition during this phase. If street is complete with overlay on north the lane next to abrupt edge on the South, the overlay ridge may cause loss of control problems.


LT. LANE CLOSED AHEAD
CONSTRUCTION SPEED 20
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
E. BURNSIDE ST.
KEEP RIGHT
END CONSTRUCTION
60"x24"


28" TUBULAR CONES
36" PLASTIC SAFETY MARKER
WORK AREA
EXISTING PAVEMENT

TRAFFIC PROTECTION DETAIL

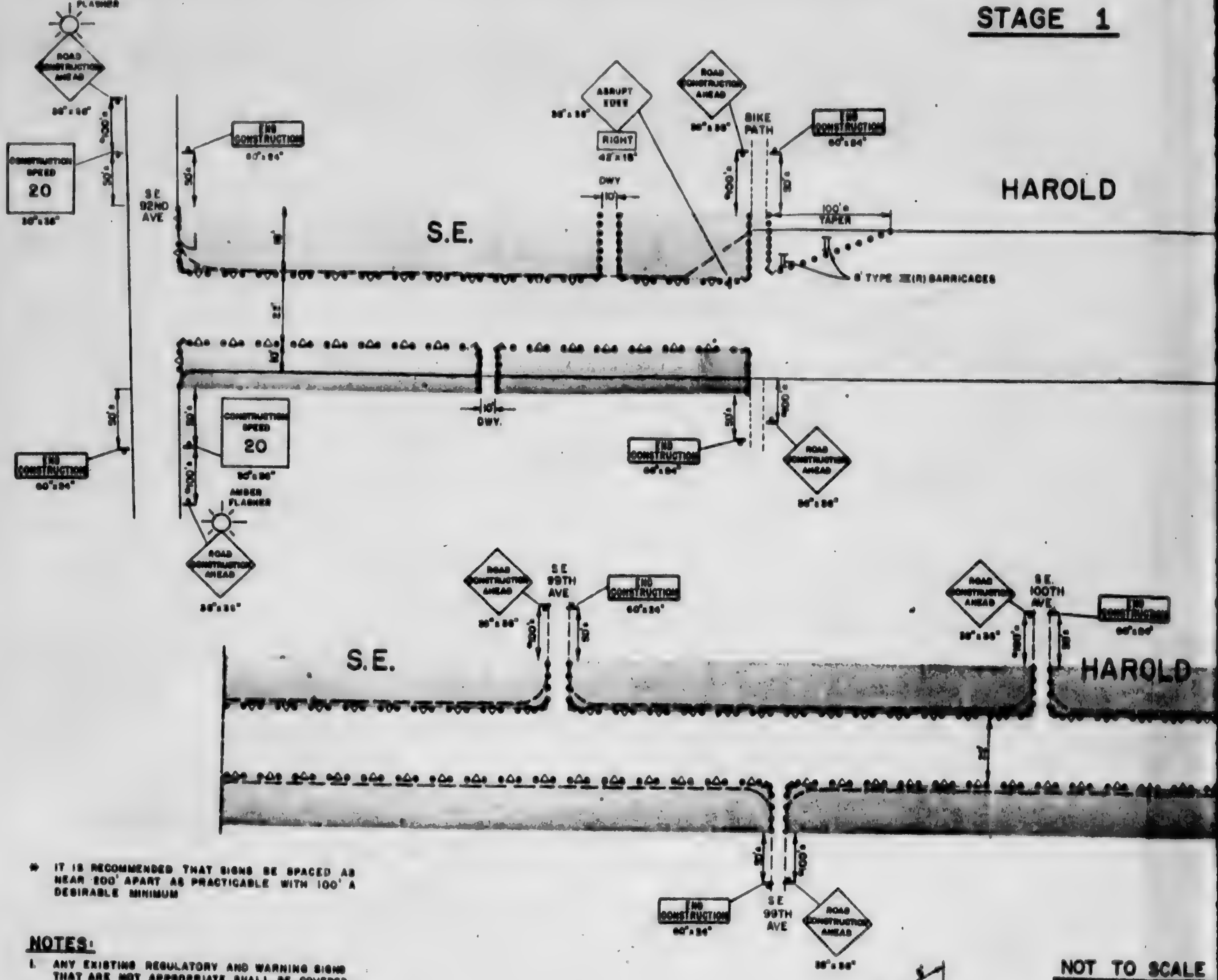
NOTES:

1. ANY EXISTING REGULATORY AND WARNING SIGNS THAT ARE NOT APPROPRIATE SHALL BE COVERED.
2. ALL SIGNS TO BE TYPE "C" UNLESS NOTED OR SHOWN OTHERWISE
3. THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. 28" TUBULAR CONES SHALL BE USED FOR LANE CLOSURE CHANNELIZATION AT A 10 FOOT SPACING AND A TAPER OF NOT LESS THAN 1 IN 10
4. THE FOLLOWING SHALL BE REMOVED BY GRINDING OR OTHER APPROVED METHOD
   - A EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE STAGING PLANS
   - B TEMPORARY STRIPING IN CONFLICT WITH THE NEXT STAGE OF CONSTRUCTION
   - C TEMPORARY STRIPING REMAINING AFTER COMPLETION OF CONSTRUCTION

* IT IS RECOMMENDED THAT SIGNS BE SPACED AS NEAR 200' APART AS PRACTICABLE WITH 100' A DESIRABLE MINIMUM

	CITY OF PORTLAND, OREGON DEPARTMENT OF PUBLIC WORKS MIKE LINDBERG COMMISSIONER RICHARD O SCHMIDT P.E. CITY ENGINEER	NOT TO SCALE	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC E. BURNSIDE ST. STAGE 3

STAGE 1

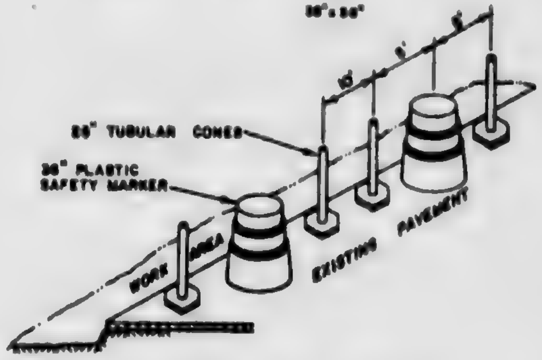

AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36" x 36"
CONSTRUCTION SPEED 20
36" x 36"
END CONSTRUCTION
60" x 24"
S.E. 92ND AVE
100'±
50'±
S.E.
ABRUPT EDGE
RIGHT
48" x 18"
36" x 36"
DWY
10'
ROAD CONSTRUCTION AHEAD
36" x 36"
BIKE PATH
END CONSTRUCTION
60" x 24"
100'± TAPER
HAROLD
8' TYPE III(R) BARRICADES
DWY.
CONSTRUCTION SPEED 20
36" x 36"
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36" x 36"
END CONSTRUCTION
60" x 24"
ROAD CONSTRUCTION AHEAD
36" x 36"
S.E. 99TH AVE
END CONSTRUCTION
60" x 24"
S.E.
S.E. 100TH AVE
HAROLD
END CONSTRUCTION
60" x 24"
S.E. 99TH AVE
ROAD CONSTRUCTION AHEAD
36" x 36"

* IT IS RECOMMENDED THAT SIGNS BE SPACED AS NEAR 200' APART AS PRACTICABLE WITH 100' A DESIRABLE MINIMUM

NOT TO SCALE

NOTES:

1. ANY EXISTING REGULATORY AND WARNING SIGNS THAT ARE NOT APPROPRIATE SHALL BE COVERED.
2. ALL SIGNS TO BE TYPE "C" UNLESS NOTED OR SHOWN OTHERWISE.
3. THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. 28" TUBULAR CONES SHALL BE USED FOR LANE CLOSURE CHANNELIZATION AT A 10 FOOT SPACING AND A TAPER OF NOT LESS THAN 1 IN 10.
4. THE FOLLOWING SHALL BE REMOVED BY GRINDING OR OTHER APPROVED METHOD:
   A EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE STAGING PLANS.
   B TEMPORARY STRIPING IN CONFLICT WITH THE NEXT STAGE OF CONSTRUCTION
   C TEMPORARY STRIPING REMAINING AFTER COMPLETION OF CONSTRUCTION
5. TYPE II AND III BARRICADES PER DRG NO 2126C UNLESS APPROVED BY THE ENGINEER


28" TUBULAR CONES
36" PLASTIC SAFETY MARKER
10'
10'
10'
WORK AREA
EXISTING PAVEMENT

TRAFFIC PROTECTION DETAIL

LEGEND:

▨	WORK AREA
▸	CONSTRUCTION SIG
△	36" PLASTIC SAF
●	28" TUBULAR CO
II	TYPE III BARRIC
[	TYPE II BARRI

NO	DATE	DESCRIPTION	APPD
REVISION			

FINAL MAP DATA
CONSTRUCTED BY ______
PROJECT COMPLETED ______
MAP CORRECTED BY ______
DATA ENTERED ON 1/4 SEC. MAP BY ______ CHECKED BY ______
DATA ENTERED ON DIST. MAP BY ______ CHECKED BY ______

DESIGNED BY R.M.M.
DATE APPROVED FEB. 1984
DRAWN BY D.J.W.
CITY ENGINEER D.L.C.
CHECKED BY B.I.K.

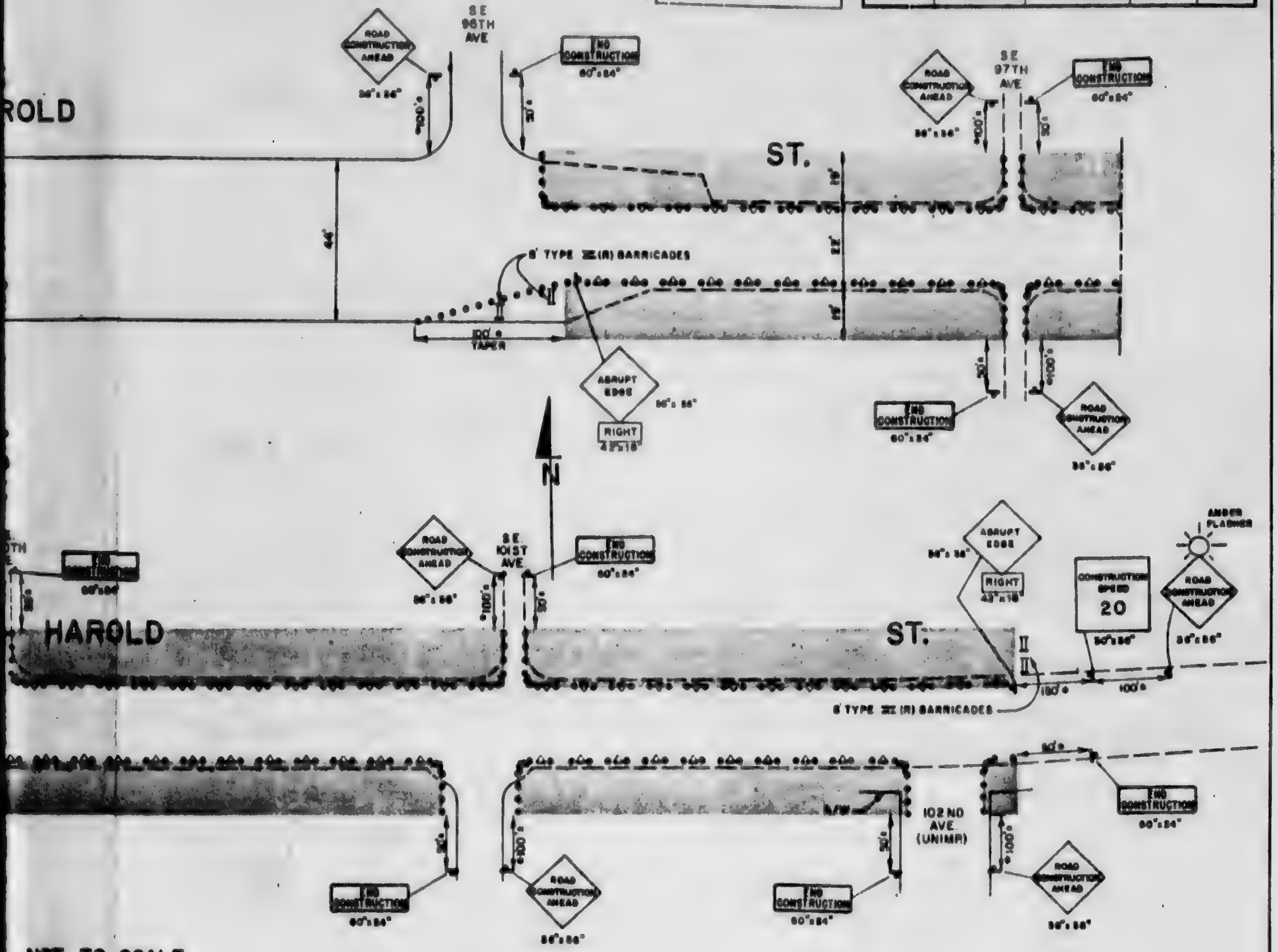
DE
M
RICH

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 48% OF THE ORIGINAL DRAWING

DO NOT SCALE

Arterial Street Overlay Project (Portland) CITY STREETS MULTNOMAH COUNTY				SHEET No. 2J
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(62)	198	See Index

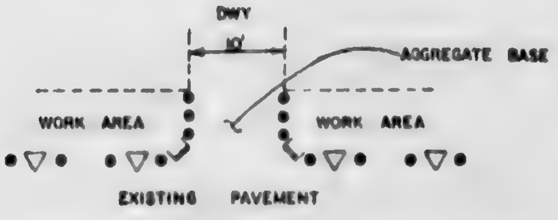
E 1


ROAD CONSTRUCTION AHEAD
36"x36"
SE 96TH AVE
END CONSTRUCTION
60"x24"
ROLD
100'
30'
ST.
44'
8' TYPE III(R) BARRICADES
100' ± TAPER
ABRUPT EDGE
36"x36"
RIGHT
42"x18"
N
SE 97TH AVE
SE 101ST AVE
HAROLD
ST.
CONSTRUCTION SPEED 20
36"x36"
AMBER FLASHER
100'
8' TYPE III(R) BARRICADES
102ND AVE. (UNIMP)

NOT TO SCALE

LEGEND:

▨ WORK AREA
▶ CONSTRUCTION SIGNS
△ 36" PLASTIC SAFETY MARKERS (50 FT. SPACING)
● 28" TUBULAR CONES (10 FT. SPACING)
II TYPE III BARRICADES (8 FT. WIDE)
E TYPE II BARRICADES W/FLASHER


DWY
10'
AGGREGATE BASE
WORK AREA
WORK AREA
EXISTING PAVEMENT

TEMPORARY DRIVEWAY CONNECTION DETAIL

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
MIKE LINDBERG COMMISSIONER
RICHARD O. SCHMIDT P.E. CITY ENGINEER

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC
S.E. HAROLD ST.
STAGE I

1/4 SECTION
3540

9829

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

May ~~9~~ 10, 1984

Oregon Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Attn: Wayne Schulte

RE: Arterial Overlay Project No. 5 (Unit 2)

Dear Wayne,

We have received the preliminary plans for the subject project and have marked a couple of minor corrections. However, since these plans have already been advertised, we do not feel that these items require an addendum.

It is important that we receive preliminary plans and specifications prior to advertisement for our review. We are usually able to review and return preliminary plans and specifications within one or two days. Hopefully we will receive preliminary plans in a more timely fashion in the future.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Division
Bureau of Transportation Engineer
796-7156

LDH/am

encl.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 11 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

From Metro Schulte
Date 5/10/84
To [redacted]
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Approved as noted plans from C.O.P. for further handling.
I believe the letter hits the "sore spot" you alluded to during our recent telecon.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2B	TYPICAL SECTIONS
2C	SUMP AND FIRE HYDRANT LOCATIONS
2D-2F	DETAILS
2G-2N	TEMP. PROT. & DIRECTION OF TRAFFIC
2P-2Q	PERMANENT STRIPING
2R-2U	PERMANENT SIGNING
2V-2W	PEDESTRIAN SIGNAL
2X	SUMMARY
3-4	PLAN & PROFILE (E. BURNSIDE ST.)
5-9	PLAN & PROFILE (S.E. HAROLD ST.)
10-12	PLAN & PROFILE (N. GOING ST.)
13	PLAN & PROFILE (S.W. GIBBS ST.)

Drg. No's.

5-1, 5-5, 5-6, 5-12, 2126C, 2200 } *Temp. Protection And Direction Of Traffic*

2077 - *Concrete Curbs*

2077B - *Sidewalk Ramp*

2105 - *Concrete Inlets*

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

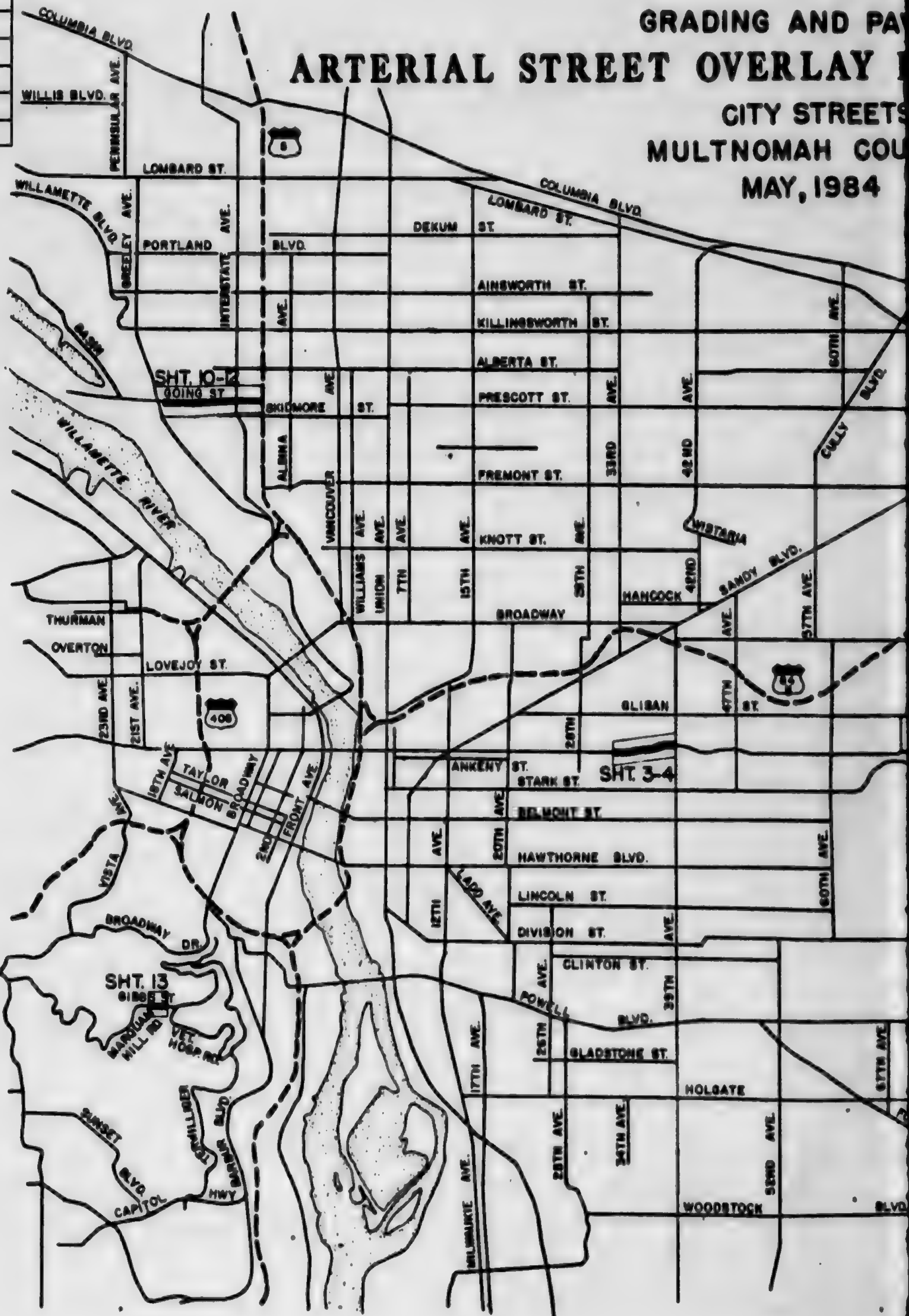
GRADING AND PA

ARTERIAL STREET OVERLAY

CITY STREETS

MULTNOMAH COU

MAY, 1984


COLUMBIA BLVD.
WILLIS BLVD.
PENINSULAR AVE.
LOMBARD ST.
WILLAMETTE BLVD.
GREELEY AVE.
PORTLAND BLVD.
INTERSTATE AVE.
DEKUM ST.
LOMBARD ST.
COLUMBIA BLVD.
AINSWORTH ST.
KILLINGSWORTH ST.
ALBERTA ST.
PRESCOTT ST.
SHT. 10-12
GOING ST.
SKIDMORE ST.
ALBINA
FREMONT ST.
33RD
42ND AVE.
60TH AVE.
CULLY BLVD.
WILLAMETTE RIVER
BASIN
VANCOUVER
WILLIAMS AVE.
UNION AVE.
7TH AVE.
15TH AVE.
KNOTT ST.
28TH AVE.
WISTARIA
42ND
HANCOCK
SANDY BLVD.
57TH AVE.
BROADWAY
THURMAN
OVERTON
LOVEJOY ST.
23RD AVE.
21ST AVE.
405
84
GLISAN
47TH ST.
ANKENY ST.
STARK ST.
SHT. 3-4
18TH AVE.
TAYLOR
SALMON
BROADWAY
FRONT AVE.
2ND
BELMONT ST.
20TH AVE.
HAWTHORNE BLVD.
LADD AVE.
12TH
LINCOLN ST.
DIVISION ST.
60TH AVE.
VISTA
BROADWAY DR.
CLINTON ST.
SHT. 13
GIBBS ST.
MARQUAM HILL RD.
VET. HOSP. RD.
POWELL BLVD.
39TH
26TH AVE.
GLADSTONE ST.
17TH AVE.
67TH AVE.
HOLGATE
SUNSET
TERWILLIGER BLVD.
BARBUR BLVD.
CAPITOL HWY
MILWAUKIE AVE.
28TH AVE.
34TH AVE.
52ND AVE.
WOODSTOCK BLVD.

FORM NO. 734-1704

Overall Length Of Project - 1.9 Miles

Arterial Street Overlay Proj. No.5(Portland) UNIT 2 CITY STREETS MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(62)	1984	See Index

FAI-X

OF OREGON
OF TRANSPORTATION
GHWAY DIVISION

DR PROPOSED PROJECT

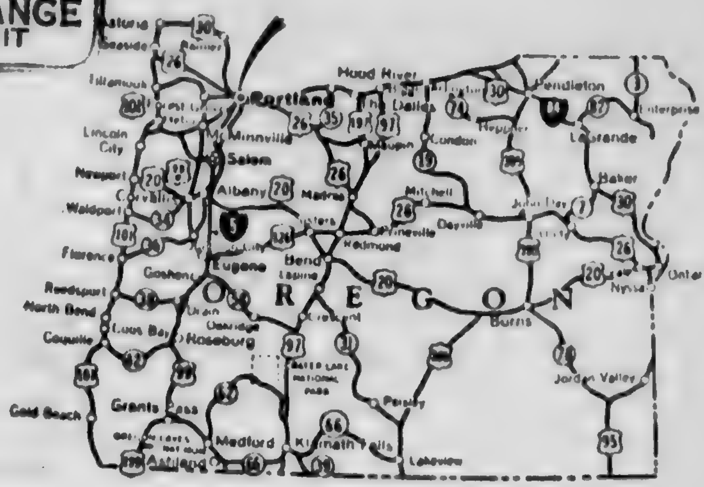
NG AND PAVING

VERLAY PROJ. NO. 5 (PORTLAND) UNIT 2

CITY STREETS
RNOMAH COUNTY
MAY, 1984

PRELIMINARY COPY
APR 27 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

L. David Hill
Arterial Streets Division
City of Portland
May 9, 1984



Astoria
Seaside
Rainier
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
Heppner
LaGrande
McMinnville
Lincoln City
Salem
Condon
Newport
Corvallis
Albany
Madras
Baker
Waldport
Mitchell
Prineville
Dayville
Redmond
Florence
Eugene
Bend
Ontario
Nyssa
Goshen
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Burns
Jordan Valley
Crater Lake National Park
Grants Pass
Gold Beach
Paisley
Medford
Klamath Falls
Ashland
Lakeview
O R E G O N
30
26
101
35
197
97
74
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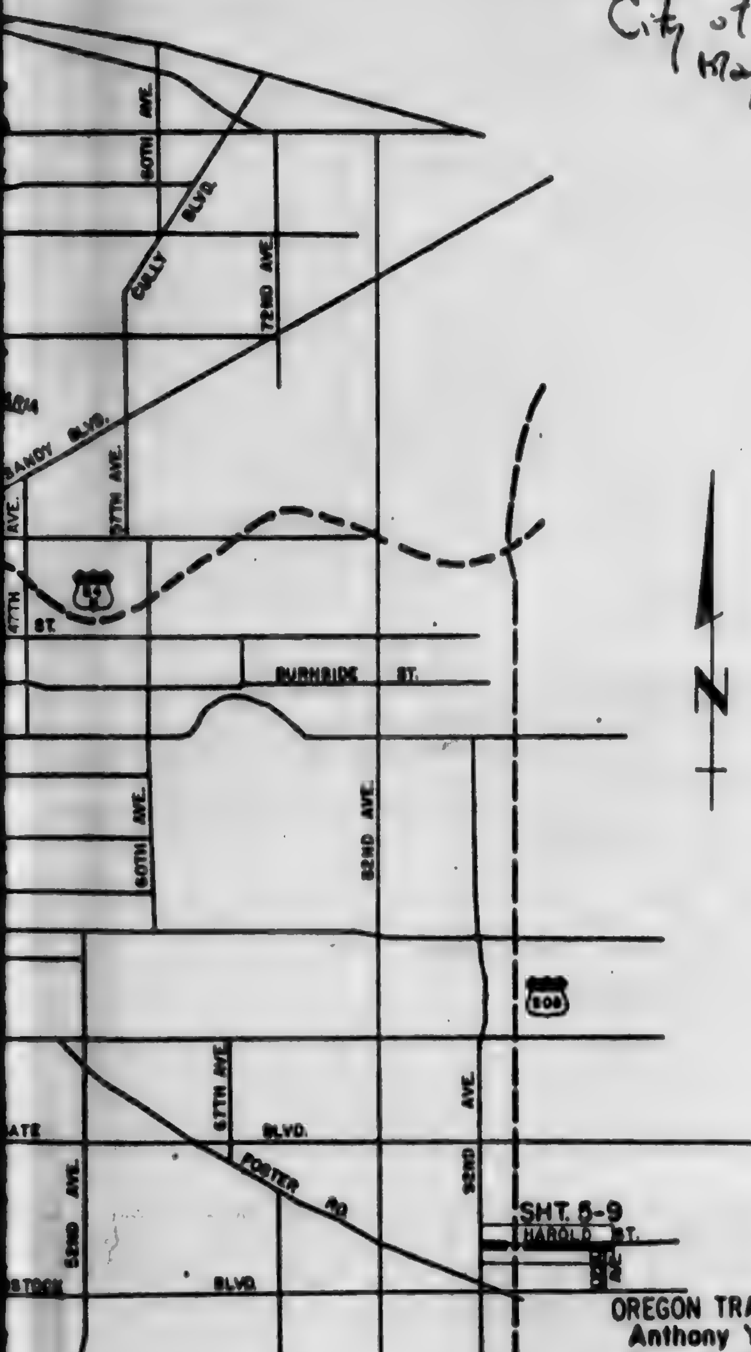
95



60TH AVE.
GILLY BLVD.
72ND AVE.
SANDY BLVD.
57TH AVE.
AVE.
47TH ST.
BURNSIDE ST.
60TH AVE.
82ND AVE.
205
67TH AVE.
BLVD.
ATE
FOSTER RD
52ND AVE.
92ND AVE.
STOCK
BLVD.
SHT. 5-9
HAROLD ST.
N

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred Miller	DIRECTOR OF TRANSPORTATION

4710
JULY 14, 1961
RICHARD C. SPEER

TRAFFIC ONLY

PLANS PREPARED BY CITY OF PORTLAND

APPROVED: Richard O. Schmidt 4/27/84
RICHARD O. SCHMIDT P.E., City Engineer DATE

9663
July 14, 1978
L. DAVID HILL

STREETS ONLY

10003
H. Tom Davis
DEC. 13, 1978
H. TOM DAVIS

SEWERS ONLY

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ASSISTANT STATE HIGHWAY ENGINEER ____________ DATE ____________

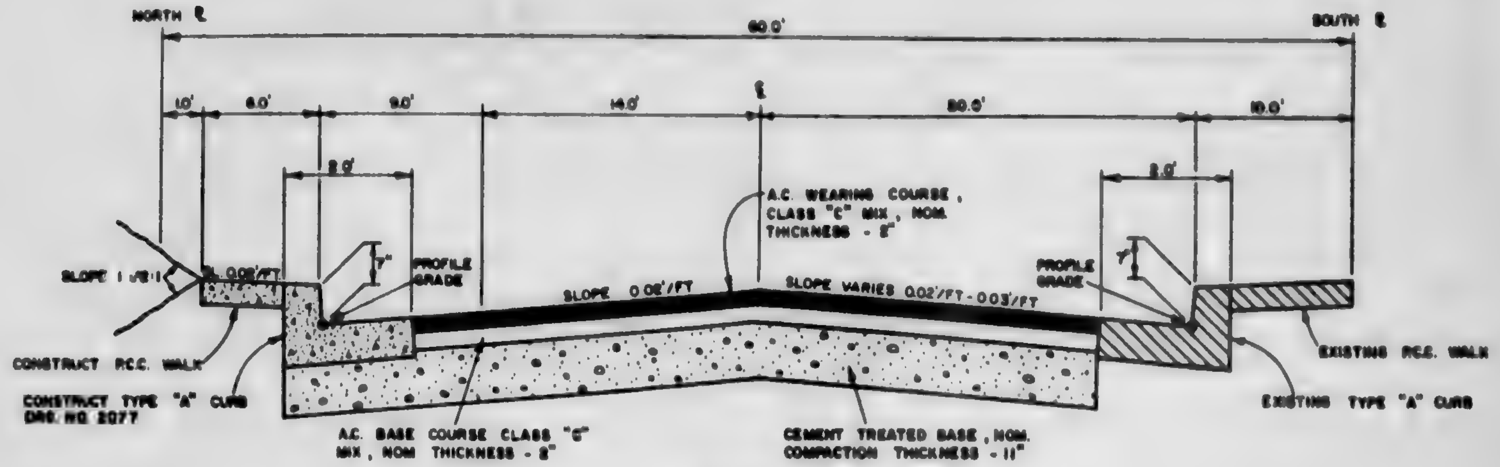
____________ ____________

____________ ____________

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

____________ ____________
DISTRICT ENGINEER DATE


NORTH ℄
SOUTH ℄
60.0'
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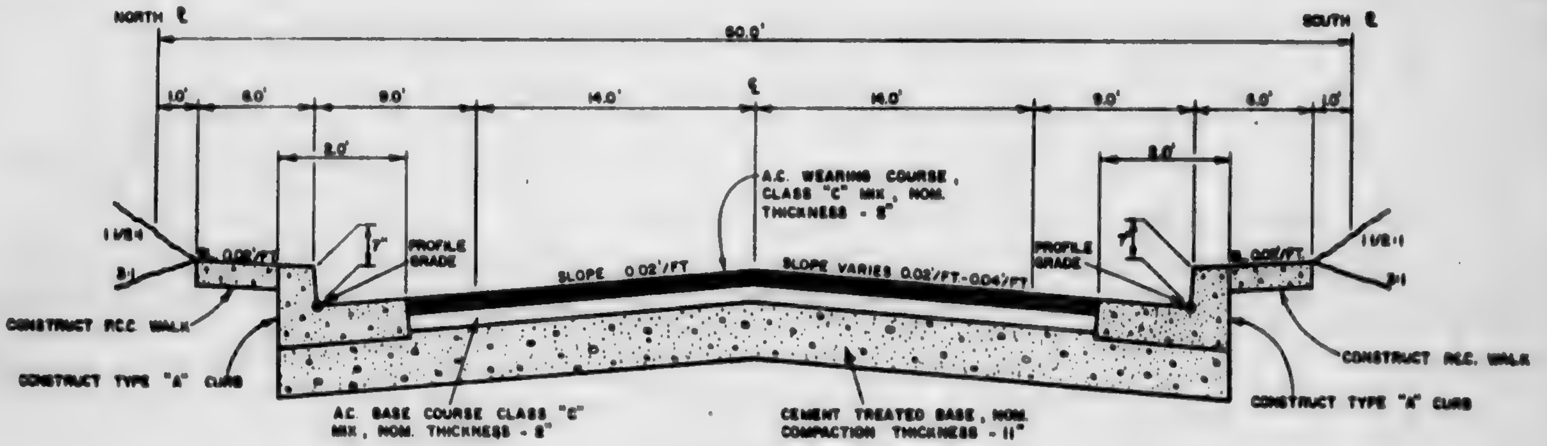
6.0'
9.0'
14.0'
℄
20.0'
10.0'
2.0'
2.0'
SLOPE 1 1/2:1
0.02'/FT
7"
PROFILE GRADE
SLOPE 0.02'/FT
A.C. WEARING COURSE, CLASS "C" MIX, NOM. THICKNESS - 2"
SLOPE VARIES 0.02'/FT - 0.03'/FT
PROFILE GRADE
7"
CONSTRUCT P.C.C. WALK
CONSTRUCT TYPE "A" CURB DRG. NO. 2077
A.C. BASE COURSE CLASS "C" MIX, NOM THICKNESS - 2"
CEMENT TREATED BASE, NOM. COMPACTION THICKNESS - 11"
EXISTING P.C.C. WALK
EXISTING TYPE "A" CURB

S.E. HAROLD ST.

S.E. 92ND AVE. TO S.E. 102ND AVE.

STA. 0+60.41 TO 4+66.00

NOTE: SURVEY LINE AND CENTERLINE
ARE THE SAME


NORTH ℄
SOUTH ℄
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6.0'
9.0'
14.0'
℄
14.0'
9.0'
6.0'
1.0'
2.0'
2.0'
1 1/2:1
2:1
0.02'/FT
7"
PROFILE GRADE
SLOPE 0.02'/FT
A.C. WEARING COURSE, CLASS "C" MIX, NOM. THICKNESS - 2"
SLOPE VARIES 0.02'/FT - 0.04'/FT
PROFILE GRADE
7"
0.02'/FT
1 1/2:1
2:1
CONSTRUCT P.C.C. WALK
CONSTRUCT TYPE "A" CURB
A.C. BASE COURSE CLASS "C" MIX, NOM. THICKNESS - 2"
CEMENT TREATED BASE, NOM. COMPACTION THICKNESS - 11"
CONSTRUCT P.C.C. WALK
CONSTRUCT TYPE "A" CURB

S.E. HAROLD ST.

S.E. 92ND AVE. TO S.E. 102ND AVE.

STA. 10+38.30 TO 26+78.67

NO	DATE	DESCRIPTION	APPR.

REVISION

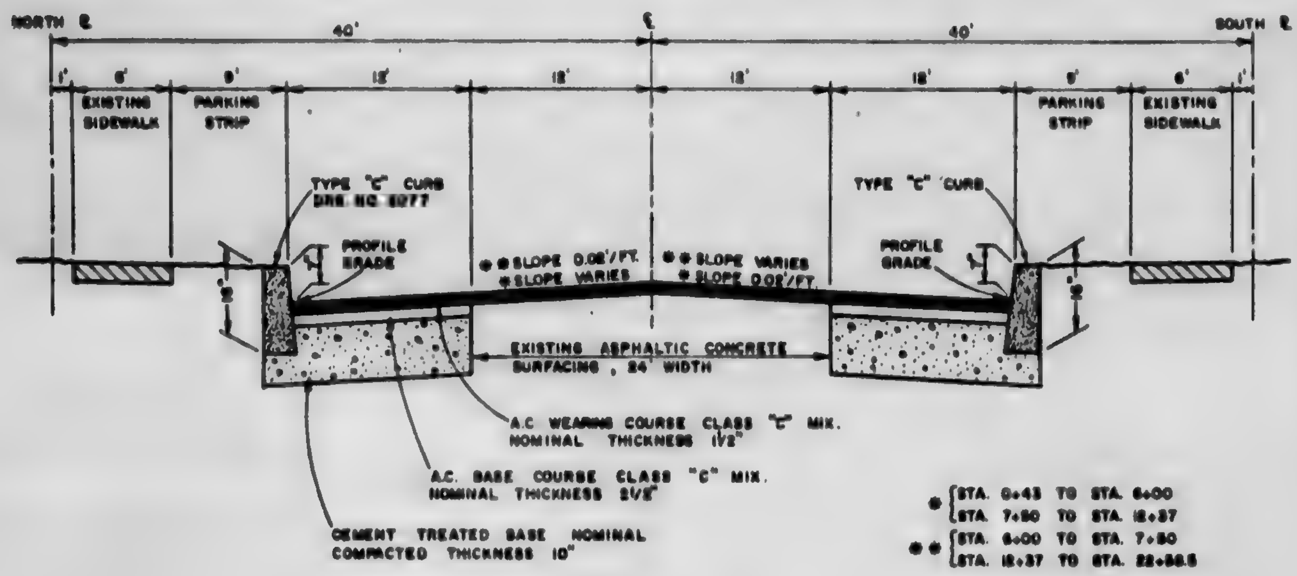
CONSTRUCTED BY ______
PROJECT COMPLETED ______
MAP CORRECTED BY ______
DATA ENTERED ON 1/4 SEC. MAP BY ______ CHECKED BY ______
DATA ENTERED ON DIST. MAP BY ______ CHECKED BY ______

FINAL MAP DATA

DESIGNED BY R.M.M.	DATE APPROVED FEB. 1964
DRAWN BY D.J.W.	CO. ENGINEER D.L.C.
CHECKED BY M.E.M.	

DEPART
MIKE LI
RICHARD O.

Arterial Street Overlay Project (Portland) UNIT 2 CITY STREETS MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(62)	1984	See Index


NORTH ℄
℄
SOUTH ℄
40'
40'
1'
6'
9'
12'
12'
12'
12'
9'
6'
1'
EXISTING SIDEWALK
PARKING STRIP
PARKING STRIP
EXISTING SIDEWALK
TYPE "C" CURB DRG. NO. 6277
TYPE "C" CURB
PROFILE GRADE
PROFILE GRADE
** SLOPE 0.02'/FT.
* SLOPE VARIES
** SLOPE VARIES
* SLOPE 0.02'/FT.
EXISTING ASPHALTIC CONCRETE SURFACING, 24' WIDTH
A.C. WEARING COURSE CLASS "C" MIX. NOMINAL THICKNESS 1 1/2"
A.C. BASE COURSE CLASS "C" MIX. NOMINAL THICKNESS 2 1/2"
CEMENT TREATED BASE NOMINAL COMPACTED THICKNESS 10"
* STA. 0+43 TO STA. 6+00
STA. 7+80 TO STA. 12+37
** STA. 6+00 TO STA. 7+80
STA. 12+37 TO STA. 22+88.5

E. BURNSIDE ST.
32ND AVE. TO 39TH AVE.

ING RCC. WALK

YPE "A" CURB

ISH

NSTRUCT RCC. WALK

YPE "A" CURB

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
MIKE LINDBERG COMMISSIONER
RICHARD G. SCHMIDT PE. CITY ENGINEER

NOT TO SCALE

TYPICAL SECTIONS
S.E. HAROLD ST.
E. BURNSIDE ST.

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
ACCOUNTS RECEIVALBE FOR FEDERAL PROJECTS

c 7827

5-13-44

ID E/SFX			AMOUNTS BILLED	REVENUE TO DATE	CURRENT RECEIVABLE
	NO TITLE AVAILABLE				
6101	LIN CO/DNSMRCRNR-SC		8,976.37	8,976.37	.00
1902	LIN CO/DENMOR CORNR-		1,147.10	.00	1,147.10
6101	LIN CO/DNSMRCORNR-S		89,102.93	8,345.96-	97,448.89
	NO TITLE AVAILABLE	TOTAL	99,226.40	630.41	98,595.99
	NO TITLE AVAILABLE				
9401	DOUG CO/N RSEBRG INT		29,162.16	.00	29,162.16
	NO TITLE AVAILABLE	TOTAL	29,162.16	.00	29,162.16
	NO TITLE AVAILABLE				
4303	TRI-MET/BANF CORID R		213.81	213.81	.00
6901	TRI MET/BANFLD CORID		3,940.18	3,940.18	.00
	NO TITLE AVAILABLE	TOTAL	4,153.99	4,153.99	.00
	NO TITLE AVAILABLE				
1601	MARI CO/S RV RD@BNRR		20,957.09	2,015.19	18,941.90
4202	MARI CO/S RV RD@BNR		60,511.53	.00	60,511.53
	NO TITLE AVAILABLE	TOTAL	81,468.62	2,015.19	79,453.43
	NO TITLE AVAILABLE				
9701	CTY-PTLD/ARTER ST OV		29,254.13	29,254.13	.00
9702	CTY-PTLD/ARTER ST OV		20.33	20.33	.00
9601	CTY PTLD/ARTR ST OVR		40,530.71	40,530.71	.00
9602	CTY PTLD/ARTR ST OVR		19,184.96	1,347.43	17,837.53
9301	CTY PTLD/ARTR OVRLY&		95.00	.00	95.00
	NO TITLE AVAILABLE	TOTAL	89,085.13	71,152.60	17,932.53
	NO TITLE AVAILABLE				
6302	MALH CO/SNAK R(FALK		11,582.10	13,300.00	1,717.90-
4901	MALHR CO/SNK RVBR		76,686.92	256.56	76,430.36
4902	MALHR CO/SNK RVBR		2,209.32	1,500.00	709.32

7127

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 5, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30165
Project No. IX-0000(57)
Arterial Overlays and Reconstruction #5
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated May 23, 1984.

Approval of this request will involve an increase of $31,400.00 in total cost and obligation of $26,690.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$ 118,200.00	$100,470.00	85
Previous	86,800.00	73,780.00	
Difference	$ 31,400.00	$ 26,690.00	

WH:bkb
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

93-29

June [illegible], 1984

[illegible]

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street and
  Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On May 24, 1984 we received a satisfactory bid from Cascade Construction Company of Portland for the Arterial Street Overlay Project No. 5, Unit 2.

The City share of the project cost is computed as follows:

Contractor's Bid (Alt. "B")		$550,440.82
Anticipated Additional Items:		
Permanent Striping (City)	$2,720.00	
Seeding, Fertilizing & Mulching	300.00	
Water Bureau (City)	8,400.00	
Traffic Loop (City)	3,210.00	14,630.00
SUBTOTAL		$565,070.82
Contingencies (4 1/2%)		25,428.18
Engineering (9%) by City (Not Included)		- 0 -
TOTAL		$590,499.00
Preliminary Engineering by State		10,000.00
TOTAL COST FOR COMPUTATION OF CITY SHARE		$600,499.00
CITY SHARE: 6% of $600,499 =	$36,030.00	
Less 95% Early Deposit Rec'd 5-18-84	(17,100.00)	
CITY SHARE	$18,930.00	

The contract for this project was awarded on June 1, 1984. Please increase your deposit in the Local Government Investment Pool by $18,930.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

GEZ:pf
bcc w/AD #84-46: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-46 when deposit is made.

(8)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW

DATE OF REQUEST 11-16-84

DATE OF ORIGINAL TRANSACTION

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

SEND ORIGINAL TO ACCOUNTING SECTION

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO
CV # 07817 84/85	326-1073	903	00	49	1P	3159	31	726-1953	903	00	49	1P	3159	31	9829
															11-16-84
IX-0000 (62)															
IX-0000 (57)															
					TOTAL	3159	31					TOTAL	3159	31	

REASON FOR THIS REQUEST:

to transfer costs incurred after PE. cutoff date to construction engineering, per Rick Evans Audit Report No. 147.

PREPARED BY Pete Gonzalez

APPROVED

Form 734-1087 (Rev. 3/80)

SP*71114

①

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 373-7763

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: November 5, 1984

FROM: Richard L. Evans
Staff Auditor Richard L Evans

SUBJECT: Audit Report No. 147
City of Portland
Arterial Street Overlay Phase 5
Preliminary Engineering

I have completed a site audit of the State's agreement with the City of Portland, FA Project IX-0000(57). The agreement authorized $86,800. FHWA approved it as of August 8, 1983 and State accepted it on the same date. Total preliminary engineering costs incurred were $103,493.25 during the project period of August 8, 1983 through May 1, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of City's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and City complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim.

City has billed costs totaling $106,652.56; with additional costs of $923.70 yet to be billed. Of the total $107,576.26, costs incurred after May 1, 1984 amounted to $4,083.01 and should be classified as construction engineering, FAP No. IX-0000(62), Prefix 326-1073-903 (Unit 2).

Accordingly, in my opinion, and contingent upon Federal approval of the overrun, preliminary engineering audited costs of $103,493.25 were eligible for participating under the terms of the agreement. Based on the current federal participation rate of 94 percent the City is entitled to reimbursement in the amount of $97,283.66. Since they have previously been paid $95,240.74, the City is now due $2,042.92 which is being withheld as retainage. The balance of the retainage, or $2,969.75 ($5,012.67 less $2,042.92) can also be released, but should be classified as construction engineering. When the final billing of $923.70 is received, it too should be paid as construction engineering. If the participation rate changes between now and the finalization of this project, the balance due the City will also change.

RLE:cl

APPROVED
F.R. Griffin, Asst. Controller
Oregon State Highway Division

81-125-1387

Contains Recycled Materials

9829

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-22-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8-8-83
TO 5-1-84

FEDERAL AID PROJECT NO.
IX-0000(57)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$115,670.70	$115,670.70	85%	$98,320.10	$98,320.10	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	1-22-85	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	ARTERIAL STREETS (PORTLAND) OVERLAY PROJECT NO. 5 **CITY STREETS IN MULTNOMAH COUNTY**					
	PRELIMINARY ENGINEERING **TYPE CODE PE**					
	WORK BY CITY OF PORTLAND	ALL REQUIRED			$103,493.25	
	STATE	ALL REQUIRED			11,925.61	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$115,418.86	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 251.84	
	TOTAL PARTICIPATING PROJECT COST				$115,670.70	
	PREPARED BASED ON THE PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-24-85.					
	*CITY OF PORTLAND SHARE OF PROJECT COST $6,399.15					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JANUARY 1985        PAGE 1095
                                                                                 FISCAL           GRAND TOTAL
     DESCRIPTION                    PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH   YEAR TO DATE       TO DATE

BNRR @ 30TH & NICOLAI PLD      CONT NO     * FA PROJ NOS RRS 000S011 100                                          STATE
                                   726     1952     296     00 N 9     18. 00              . 06       104. 18CR
                                   726     1952     298     00 N 9     18. 00CR            . 06CR     104. 18
                                   726     1952     901     00 N 1     22. 22            22. 22        22. 22
                                   726     1952     905     00 P 1                                    115. 75
                                   726     1952     915     00 P 1     19. 34CR            . 66          . 66
                                                    TOT     P1         19. 34CR            . 66       116. 41
                                                    TOT     N1         22. 22            22. 22        22. 22
                                                 ** JOB TOTALS **       2. 88  **        22. 88  **   138. 63  **

ARTER OVRLYS & RECON PHS5      CONT NO     * FA PROJ NOS X10 0000057 100                                          STATE
                                   726     1953     294     00 N 1                   2, 776. 44CR    6, 399. 15CR
                                   726     1953     295     00 N 9    126. 32          527. 97         527. 97
                                   726     1953     296     00 N 9    312. 29CR    37, 655. 12CR   98, 848. 07CR
                                   726     1953     298     00 N 9    185. 97      37, 127. 15     98, 320. 10
                                   726     1953     901     00 P 1     48. 20CR         34. 11CR    1, 227. 93
                                   726     1953     902     00 P 1                                     138. 54
                                   726     1953     903     00 P 1                 43, 114. 79    103, 493. 25
                                   726     1953     905     00 P 1                      52. 50      2, 203. 35
                                   726     1953     910     00 P 1                                  2, 095. 50
                                   726     1953     913     00 P 1                                     265. 00
                                   726     1953     915     00 P 1                     251. 84         251. 84
                                   726     1953     918     00 P 1                                       3. 72
                                   726     1953     920     00 P 1                                     351. 65
                                   726     1953     921     00 P 1    266. 98          266. 98      5, 584. 96
                                   726     1953     922     00 P 1                                      49. 96
                                                    TOT     P1        218. 78      43, 652. 00    115, 670. 70
                                                    TOT     N1                      2, 776. 44CR    6, 399. 15CR
                                                 ** JOB TOTALS **     218. 78  **  40, 875. 56  ** 109, 271. 55  **

SE 122ND AVE SE JENNE RD       CONT NO     * FA PROJ NOS X10 9776004 100                                          STATE
                                   726     1954     296     00 N 9                      83. 12
                                   726     1954     298     00 N 9                      83. 12CR
                                   726     1954     918     00 P 1                       4. 88CR
                                   726     1954     918     00 N 1                       4. 88            4. 88
                                   726     1954     920     00 P 1                      92. 91CR
                                   726     1954     920     00 N 1                      92. 91           92. 91
                                                    TOT     P1                          97. 79CR
                                                    TOT     N1                          97. 79           97. 79
                                                 ** JOB TOTALS **              **               **       97. 79  **

NE 47TH AVE-NE OREGON ST       CONT NO     * FA PROJ NOS X10 9837001 100                                          STATE
                                   726     1955     296     00 N 9                   1, 320. 19CR    1, 743. 19CR
                                   726     1955     298     00 N 9                   1, 320. 19      1, 743. 19
                                   726     1955     901     00 P 1                       9. 00         233. 13
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BC1
BILLING NUMBER 31

OREGON STATE [illegible]
FHWA BILLING VOUCHER

02 14 85

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PART	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
726-1953	1*	XIO -[illegible]-057 APPR-[illegible]	98,320.10	109,2[illegible]1.55	115,670.[illegible]	85.00	[illegible]320.10	98,320.10		
726-1954	1*	XIO -9776-004 APPR-178		97.79		85.00				
726-1955	1*	XIO -[illegible]-001 APPR-[illegible]	1,743.19	2,050.81	2,050.81	85.00	1,743.19	1,743.19		
726-1956	1	XIO -0000-052 APPR-[illegible]	11,900.00	1,766.64	1,766.64	85.00	1,501.64	1,501.64		
726-1957	1	XIO -0000-060 APPR-[illegible]	322,805.00	741.75	741.75	85.00	630.49	630.49		
726-1958	1	XIO -[illegible] [illegible]	6,205.00	6,951.73	6,951.73	85.00	5,908.97	5,908.97		
726-1959	1	HES -9[illegible]-002 APPR-141	6,120.00	809.51	809.51	90.00	728.56	728.56		
726-1960	1	HES -[illegible]-003 APPR-141	6,120.00	477.96	477.96	90.00	430.16	430.16		
726-1961	1	XIG [illegible] [illegible]	33,000.00	31,127.97	31,127.97	100.00	31,127.97	30,585.39		542.58
726-1962	1	XIGO-[illegible]-030 [illegible]	18,800.00	7,832.88	7,832.88	100.00	7,832.88	7,832.88		
726-1963	1	XIGO-[illegible]-031 [illegible]	7,100.00	961.54	961.54	100.00	961.54	961.54		
726-1964	1	XIO -[illegible] [illegible]	161,500.00	22,716.36	22,716.36	85.00	19,308.91	19,290.53		18.38
726-1965	1	XIO -[illegible]-001 APPR-[illegible]	109,650.00	14,253.73	14,253.73	85.00	12,115.67	12,115.67		
726-1966	1	XI -[illegible]-063 APPR-177	142,035.00	10,305.89	10,100.89	85.00	8,585.76	8,585.76		
726-1967	1	XI -[illegible]-065 APPR-177	62,611.00	559.34	559.34	85.00	475.44	475.44		
726-1968	1	XIO -0000-068 APPR-[illegible]	13,600.00	7.47	7.47	85.00	6.35			6.35
726-1969	1	BRM -[illegible]-010 APPR-118	34,240.00	514.92	514.92	80.00	411.94	405.30		6.64
726-1970	1	XIO -9[illegible]-002 APPR-[illegible]	29,750.00			85.00				
726-1971	1	RRP -0005-055 APPR-[illegible]	1,800.00			90.00				
726-1972	1	RRP -0005-054 APPR-139	1,800.00			90.00				
726-1973	1	M -9022-011 APPR-W32	17,982.00			81.79				

9829

Job# 7909
BUD# 623
Assigned 4/30/84

RECEIVED
APR 10 1992
TRANSPORTATION PLANNING
& FINANCE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COST DATE: April 1, 1992

PROJECT NO: IX-0000(62) AGREEMENT NO.: 7927

CITY OF PORTLAND CONTRACT: C09829 & C09804

SECTION: ARTERIAL STREET OVERLAY PROJECT NO. 5

CONSTRUCTION	PARTICIPATING COST	NONPARTICIPATING
UNIT 1		
CONTRACT SUMMARY	$418,164.89	
SFO 2 PERMANENT STRIPING	7,904.30	
SFO 3 TRAFFIC LOOP DETECTOR	826.27	
CONSTRUCTION ENGINEERING STATE	9,547.89	$20.33
CONSTRUCTION ENGINEERING PORTLAND	51,863.98	
LIQUIDATED DAMAGES	- 1,050.00	
AUDIT SERVICE	311.53	
UNIT 2		
CONTRACT SUMMARY	569,297.35	8,589.45
SFO 1 ADJUST WATER FACILITIES	8,539.23	
SFO 2 TRAFFIC LOOP DETECTOR	2,355.85	
SFO 3 STRIPING	3,842.75	
SFO 4 SIGNING	135.31	
CONSTRUCTION ENGINEERING STATE	4,440.82	10,595.51
CONSTRUCTION ENGINEERING PORTLAND	92,312.20	
LIQUIDATED DAMAGES	- 5,455.00	
AUDIT SERVICE	43.39	
Total	$1,163,080.76	$19,205.29

Summary

Total Project Cost	$1,182,286.05
Less: Federal Funds	- 988,618.64
Less: State Share Match	- 104,677.28
Less: Advance Deposit LGIP	- 71,152.60
AMOUNT DUE	$17,837.53

7927

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004
TDD: (503) 796-6868

May 20, 1992

Mr. Michael K. Shultz
Local Program Coordinator
Oregon Department of Transportation
307 Transportation Building
Salem, OR 97310

Subject: **Fund Transfer - Portland LGIP Account 4690**

In response to your April 1, 1992, Itemized Statement of Final Cost, please transfer funds as follows:

Amount of Transfer: $17,837.53

FROM:
NE 138th Ave. - NE 181st Ave. (Portland) Sec.
NE Airport Way - Phase 5
Multnomah County
Contract No: C-11139
Federal-aid No: IX-9964(8)
Agreement No: 8116 F07462 ✓

TO :
Arterial Street Overlay Project No. 5
Contract No: C-09829 and C-09804
Federal-aid No: IX-0000(62)
Agreement No: 7927

Purpose: Close out final account on ARTERIAL OVERLAY PROJECT NO. 5 Reference your April 1, 1992, Itemized Statement of Final Cost (Copy Attached).

If you have any questions please call me at 796-7156.

Sincerely,

C.T. Christianson

C.T. Christianson, P.E.
Bureau of Transportation Engineering

CTC:mcv

c: Patty Kruse
Project File
LGIP File

MGR. PROGRAM SECTION
Manager___ Admin___ Res___
Program___ Fiscal___ Local___

MAY 22 1992

Refer To ______________
I/D___ D/R___ Act___
Discuss___ File___ Discard___

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9829

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Portland, OR 97224
503/620-3333

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Ending File Contract # 9829

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